



**CALIFORNIA/MEXICO BORDER BRIEFING**  
**March 2002**





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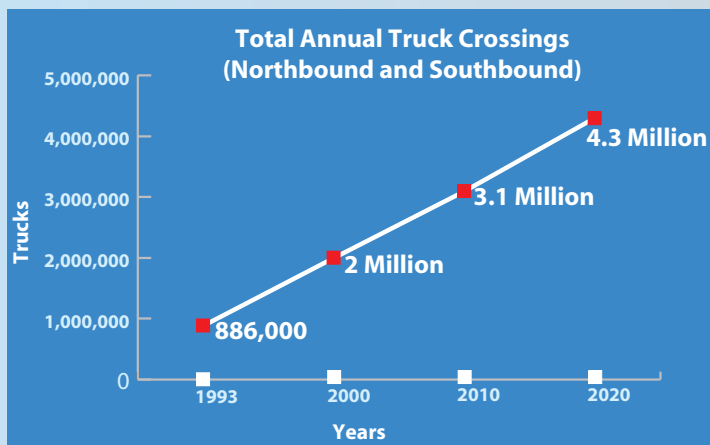
# EXECUTIVE SUMMARY

# EXECUTIVE SUMMARY

## BACKGROUND

Over the last ten years, cross-border trade activity between the State of California, U.S. and the State of Baja California, Mexico has increased to record levels and has resulted in remarkable economic conditions for both countries regionally and statewide. Trade across California and Mexico has increased every year and has surpassed Japan to become California's top export trade market in 1999. Total California exports into Mexico have exceeded \$19 billion in 2000. Total trade activity through the California Ports of Entry (POEs) has exceeded \$29 billion in 2000, and it is estimated that trucks transport approximately 98% of the trade.

Commercial trips at the three major POEs: Otay Mesa, Tecate, and Calexico East, have increased 59%, 77%, and 58% respectively since 1996. In 2000, approximately two million trucks crossed the California/Mexico border and the number is expected to increase to approximately 4.3 million by



2020. This increase in truck traffic is mainly due to growth in the maquiladora industry manufacturing/assembly plant operations along the California and Baja California border. The number of maquiladora plants has grown from 178 to nearly 1,200, representing a 570% increase since 1978. The maquiladora industry has also influenced the overall growth in employment for Baja California – approximately 250,000 jobs have been created since 1978.

## MAQUILADORA GROWTH

G R O W T H	MAQUILADORAS		% INCREASE	EMPLOYEES		% INCREASE
	1978	178	–	16,000	–	
	1998	1,017	471%	216,000	1,250%	
	2000	1,192	17%	262,000	21%	

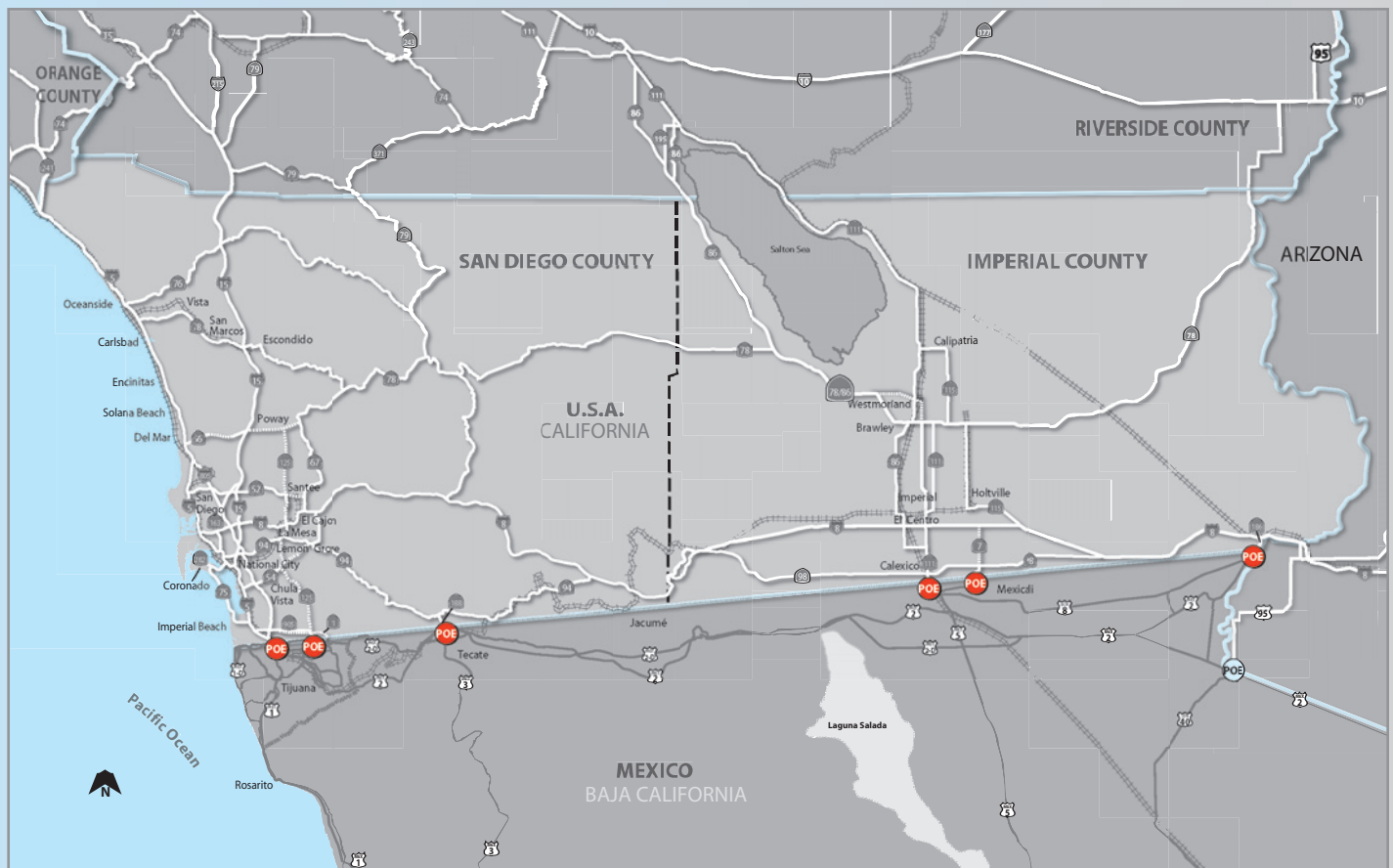


# EXECUTIVE SUMMARY

## THE BORDER REGION

Cross-border activity is contained within a 150-mile border that is shared between California and Baja California, Mexico and is composed of an approximate population of five million people which is projected to grow to over eight million in 20 years. The region includes the Counties of San Diego and Imperial and the five Baja California municipalities of Tijuana, Playas de Rosarito, Ensenada, Tecate and Mexicali. There is a total of six POEs located in the region, three located in San Diego County (San Ysidro, Otay Mesa, and Tecate) and three in Imperial County (Calexico, Calexico East, and Andrade). The San Ysidro POE handles the largest amount of passenger vehicle and pedestrian crossings making it the busiest land crossing in the world with over 42 million persons crossing northbound in 2000. Not far behind, the Calexico POE is the second busiest land crossing along the California and Baja California border with over 28 million people crossing northbound in 2000.

## CALIFORNIA/BAJA CALIFORNIA BORDER REGION



# EXECUTIVE SUMMARY

## ADDRESSING THE BORDER REGION'S CHALLENGES

The State of California has identified approximately \$1.5 billion for ten projects in the San Diego and Imperial County regions. In Mexico, transportation improvements have totaled over \$900 million for 14 projects in the Baja California Region. This financial commitment represents a significant funding pledge with the specific objectives of maintaining and maximizing the operation of the existing transportation system, and identifying and implementing new transportation improvements along the California and Baja California border. In California, project improvements include the I-5 Realignment at San Ysidro-POE project, which would involve the realignment of the southbound I-5 lanes near the San Ysidro POE to reduce wait times, and the SR-7 project that will help improve service to the new Calexico East POE.

INTERNATIONAL BORDER REGION PROJECTS				
SAN DIEGO COUNTY PROJECTS	PROJECT COST	PROGRAMMED FUNDING	SHORTFALL	SCHEDULE
I-5 Realignment at San Ysidro-POE	\$60.0 million	\$12.0 million	\$48.0 million	2002-2008
SR-11	\$238.0 million	\$8.0 million	\$230.0 million	2001-2008
SR-905	\$293.0 million	\$235.0 million	\$58.0 million	2000-2007
SR-125 Corridor	\$530.0 million	\$530.0 million	\$0.0 million	2000-2005
<b>SUBTOTAL</b>	<b>\$1,121.0 million</b>	<b>\$785.0 million</b>	<b>\$336.0 million</b>	
IMPERIAL COUNTY PROJECTS	PROJECT COST	PROGRAMMED FUNDING	SHORTFALL	SCHEDULE
SR-111	\$119.9 million	\$117.1 million	\$2.8 million	2000-2004
SR-78/Brawley Bypass	\$108.0 million	\$90.0 million	\$18.0 million	2000-2007
SR-98 Corridor West End	\$9.0 million	\$2.0 million	\$7.0 million	2000-2008
SR-98 Corridor East End	\$50.0 million	\$12.5 million	\$37.5 million	2001-2009
SR-7 Extension	\$64.3 million	\$64.3 million	\$0.0 million	2000-2005
Commercial Vehicle Enforcement Facility at Winterhaven	\$30.0 million	\$1.8 million	\$28.2 million	2001-2010
<b>SUBTOTAL</b>	<b>\$381.2 million</b>	<b>\$287.7 million</b>	<b>\$93.5 million</b>	
<b>GRAND TOTAL</b>	<b>\$1,502.2 million</b>	<b>\$1,072.7 million</b>	<b>\$429.5 million</b>	

Beyond the project cost shortfalls depicted in the funding table above, the State of California recognizes that there are additional challenges that lie ahead. The State of California strongly believes that every attempt be made to sustain the existing commitment and cooperation among local, regional, state, and federal transportation agencies from both sides of the border for improving the transportation system along the California and Baja California border. Key challenges that lie ahead include:

- Identifying and securing additional funding resources for current project shortfalls.
- Maintaining binational cooperation and commitment between public agencies to work together to address mobility, access, and safety while considering security as a key concern.
- Assuming no new or limited revenue sources are available: There is a need to look beyond traditional solutions for meeting the mobility, access, safety, and security for border transportation needs.
- Working cooperatively and supporting private sector activities that address cross-border movement deficiencies and improvements.



# EXECUTIVE SUMMARY

## DOCUMENTING KEY ISSUES

The following briefing has been prepared by the California Department of Transportation in an effort to document and supplement in detail its on-going transportation related efforts and challenges along the California and Baja California border. The briefing will serve as an update on the status of transportation facilities and proposed improvements, overview of key facts associated with trade activity, and additional transportation planning activities associated with cross-border movement of goods and people. The sections will address the following key elements:

### INTRODUCTION - CHRONOLOGY OF KEY EVENTS

The accompanying exhibit in this section highlights and provides a historical perspective of key events and milestones critical to transportation border issues. These include the passage of the Transportation Efficiency Act for 21st Century (TEA-21), and its predecessor, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which formalized the nation's commitment and can be considered the springboard for launching other key legislation that specifically addressed international trade and cross-border issues.

### OVERVIEW OF CROSS-BORDER TRADE

Cross-border trade through the California/Mexico border has increased significantly since the passage of the North American Free Trade Agreement (NAFTA) in 1993. Today, trade activity with Mexico has surpassed that of both Japan and Canada. Mexico is now California's number one export trade partner, with more than \$19.0 billion in annual trade. This value represents an increase in exports of 192% since 1993. The total for all California/Mexico import and export trade exceeds \$29.0 billion. Approximately 98% of this trade is transported by trucks. The majority of the components and products are from the estimated 1,200 maquiladora related industries located in this region.

### BORDER TRANSPORTATION INFRASTRUCTURE NEEDS

The following sections provide a comprehensive list of on-going projects and efforts currently funded, or proposed, to improve movement, access, and safety along the California and Baja California border.

**CURRENT AND NEAR TERM PROJECTS** – As the need for new and/or improved transportation facilities becomes apparent, the State of California is committed to developing improvements for roadways and facilities adjacent to or at the border crossings. This section compiles the region's committed projects over the next ten years. It will highlight the region's transportation investments in both San Diego and Imperial Counties that total approximately \$1.5 billion. These projects include the completion of a critical link, SR-905, from the Otay Mesa POE to I-805, and SR-7, the four lane extension from SR-98 to I-8 that will improve service to the Calexico East POE and goods movement throughout the region and beyond.

## EXECUTIVE SUMMARY

**ADDITIONAL PROPOSALS** – This section presents a snap shot of proposed transportation improvements that would substantially improve the region’s border transportation network and facilities that will help meet the surge of passenger travel and commercial goods movement/freight travel expected in the future. These improvements include the Jacumba-Jacumé proposed border crossing for improving commercial vehicle border access to I-8 and locations east of San Diego, and the Calexico/Mexicali Border Transportation Study, which defined several roadway improvements along SR-111 to maximize capacity and access to the Calexico POE.

**BAJA CALIFORNIA PROJECTS** – An aspect that is instrumental in addressing existing and future transportation border deficiencies is working with and developing a binational partnership approach between transportation and planning agencies in the U.S. and Mexico. This coordinated approach also plays a key role in improving overall transportation in the border region. This section lists the projects undertaken by Secretaria Asentamientos Humanos y Obras Publicas del Estado de Baja California (SAHOPE, the State of Baja California’s Planning and Public Works Agency) that furthers the region’s commitment for improving transportation along, or at, the region’s POEs. The estimated funding need for these projects is approximately \$937 million.

**ADDITIONAL BINATIONAL TRANSPORTATION ACTIVITIES** – This section provides an overview of Caltrans’ on-going efforts for continuing its active participation with local, regional, state, and federal agencies from both sides of the border for addressing and improving current and future transportation conditions. The section also identifies a number of key issues currently affecting cross-border transportation, current planning studies underway, and activities undertaken by private industries directly associated with cross-border movement of goods and people.



# INTRODUCTION

# INTRODUCTION

## CHRONOLOGY OF KEY EVENTS

The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed in 1991 and embodied key guidelines to respond to the 1987 General Agreement of Tariffs and Trade (GATT) and concerns that addressed issues on international trade, transportation and border crossings. Following ISTEA, the Transportation Efficiency Act for 21st Century (TEA-21) provided additional emphasis under Sections 1118 and 1119. These sections include discretionary funding for trade corridors, border crossing infrastructure, and the responsibility of conducting a multimodal assessment of existing and emerging international trade corridors. The objective is to improve the safe and efficient movement of people and goods at, or across, the borders between Canada, Mexico and the United States (U.S.). Under these sections, several activities were undertaken including, but not limited to, an assessment of the region's transportation network to identify key traffic and trade flow corridors, and the development of regional advisory committees representing local, regional, and binational perspectives on current and future border transportation deficiencies.

In 1992, a year after the signing of ISTEA, the North American Free Trade Agreement (NAFTA) was signed by Mexico, Canada and the U.S., and was subsequently ratified in 1993. The objectives of NAFTA were to further reduce commercial trade barriers and to increase trade amongst Mexico, Canada, and the U.S. These objectives were made in an effort to go beyond provisions included in the GATT.

Since the passage of these key legislative acts, Caltrans, in cooperation with the local Metropolitan Planning Organizations (MPOs) and with support from local, State and Federal transportation and planning agencies on both sides of the border, has conducted numerous studies in the region that address international trade activity, and/or improvements in border crossing times. These efforts have focused on gathering, documenting and analyzing cross border data, and conducting corridor level studies that address the opening of new POEs. All these efforts have provided background and other fundamental information necessary for identifying and prioritizing border infrastructure needs. As a result, Caltrans identified specific corridors that are critical to the efficient movement of goods from the POEs to California, the U.S., and beyond. This is shown in the International Border Trade Corridor Projects figure in Section 3, *Border Transportation Infrastructure Needs*.

Through these efforts, and with the support of the Governor Davis Administration, the region has been successful in securing State and Federal funds for near-term projects. As indicated in the accompanying exhibit, these projects include, but are not limited to, SR-905, SR-7, and SR-111. Also highlighted in the exhibit are other key events currently underway or that are expected in the future such as the completion of SR-98 widening and realignment in Imperial County or other proposed improvements to the various POEs. Please see the *Border Transportation Infrastructure Needs Section* for additional information on specific projects.



## TIMELINE OF EVENTS/RESPONSES

**1965**

— Maquiladora Program Begins

**1975**

— General Agreement on Trade Tariffs (GATT)

**1985**

— Otay Mesa POE Opens

**1995**

— Otay Mesa CVEF Opens  
— Calexico East POE, CVEF & SR-7 Open

— TEA-21 allocates \$60.5M to region

— Trade Partners:

1 Japan 2 Mexico 3 Canada

**2000**

— 2 Million Trucks Cross CA Border Annually

**2001**

— Number one trading partner: Mexico  
— Construction begins:

— SR-111  
— SR-905  
— SR-125 Tollroad  
— SR-7 Extension

— SR-78/86 Brawley Bypass

— I-5 Realignment at San Ysidro-POE

— SR-98

— Otay Mesa East POE and SR-11 Open

— CVEF at I-8 /Winterhaven

**2010+**

Additional Proposals:

- San Diego & Arizona Eastern Railway Improvements
- Jacumba/Jacumé POE & Roadway
- Calexico/Mexicali POE & Transportation Improvements
- Andrade/Algodones POE Improvements

# CROSS-BORDER TRADE



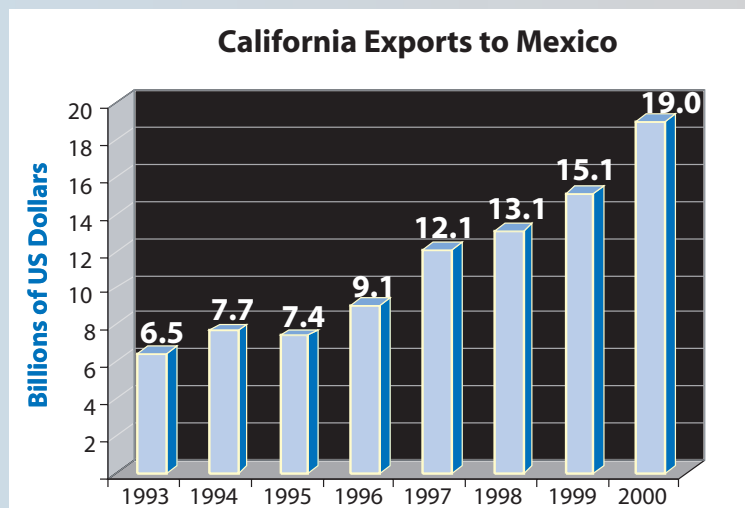
# CROSS-BORDER TRADE

## OVERVIEW OF CROSS-BORDER TRADE

Since the passage of NAFTA, trade across California and Mexico has increased every year with Mexico surpassing Japan to become California's top export trade market in 1999. Total California exports into Mexico exceeded \$19 billion in 2000. Total trade activity through the California POEs exceeded \$29 billion in 2000, and it is estimated that trucks transport approximately 98 percent of the trade. The number of trucks crossing daily between California and Baja California has increased significantly, to record levels, since 1996. This increase in truck traffic is in part due to growth in the maquiladora industry manufacturing/assembly plant operations along the California and Baja California border. The accompanying exhibits provide a brief overview of key facts associated with export activity, the maquiladora industry, and trucking activity.

### CALIFORNIA EXPORTS TO MEXICO

- In 1999, Mexico surpassed Japan to become California's top export trade market.
- Exports to Mexico have grown from \$6.5 billion to \$19 billion, an increase of 192% since 1993.
- The value of goods carried through California POEs has grown from \$12.5 billion to \$29 billion, an increase of 174% since 1996.
- The majority of trade is associated with the maquiladora industry which are located within the municipalities of Tijuana, Tecate, Mexicali, and other locations in Baja California.



### MAQUILADORA GROWTH

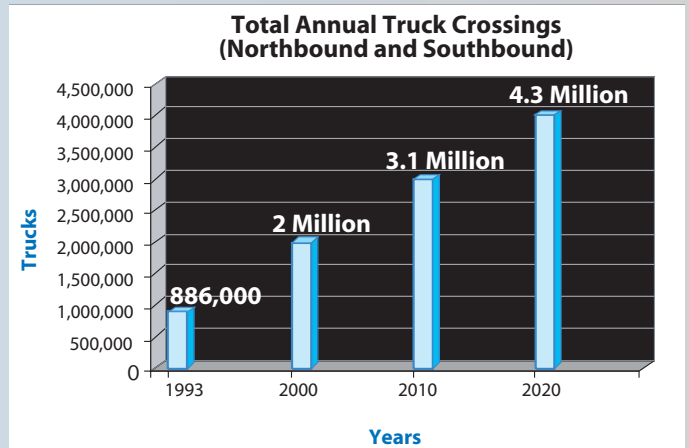
- Approximately 1,200 maquiladoras are located in the Baja California border region.
- The number of maquiladora plants has grown from 178 to nearly 1,200, representing a 570% increase since 1978.
- The maquiladora industry has also influenced the overall growth in employment for Baja California – approximately 250,000 jobs have been created since 1978.

### ANNUAL TRUCK CROSSINGS

- The percent of trade that crosses through California POEs by truck is approximately 98%.

# CROSS-BORDER TRADE

- Commercial trips at the three major POEs: Otay Mesa, Tecate, and Calexico East, have increased 59%, 77%, and 58%, respectively since 1996.
- In 2000, approximately two million trucks crossed the California/Mexico border (northbound and southbound). The busiest POE for commercial traffic is Otay Mesa with approximately 1.3 million truck crossings annually. This is followed by Calexico East POE with approximately 700,000 annual truck crossings.
- Total truck crossings are expected to increase to approximately 4.3 million trucks by 2020.

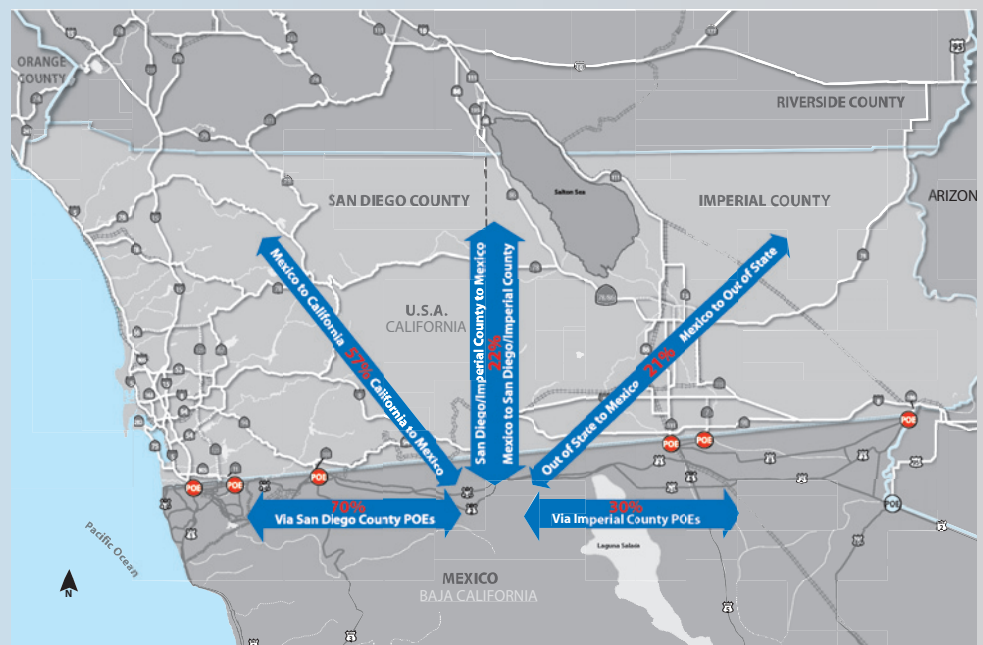


## DISTRIBUTION OF LOADED COMMERCIAL TRUCKS

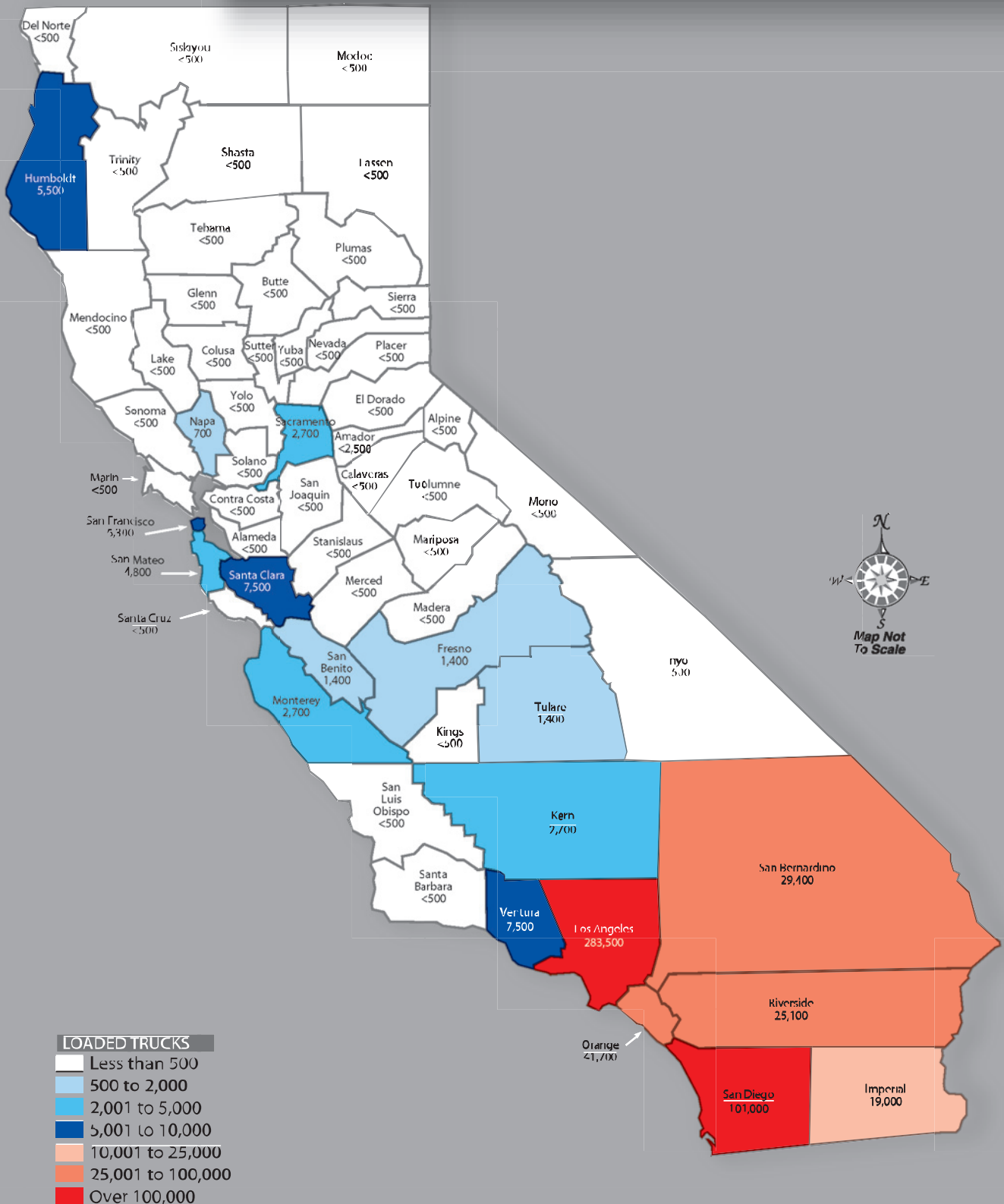
During 1996 Caltrans conducted surveys of trucks transporting exports and imports through California POEs. The origin and destination of products, and truck trips were analyzed for each of the California commercial POEs. From this information it was determined:

- Approximately 70% of the truck trips are distributed via San Diego County POEs, and 30% via Imperial County POEs.
- Approximately 22% of the truck trips are distributed via San Diego or Imperial Counties.
- Approximately 57% of the truck trips have origins or destinations to other counties within the State of California.
- At least 21% of the truck trips using California POEs have origins or destinations outside California, to other U.S. States and international locations.

## DISTRIBUTION OF TRUCKS



# CALIFORNIA/MEXICO BORDER ANNUAL DISTRIBUTION OF LOADED TRUCKS To & From California Countries



Source: 1996 Commercial Vehicle Border Crossing Survey



# CALIFORNIA/MEXICO BORDER ANNUAL DISTRIBUTION OF LOADED TRUCKS To & From U.S. /Out of Country

- The origins and destinations of truck commodities include locations in every state in the U.S., and international locations.
- Some distribution points outside the U.S. include Asia, South America, and Europe.



## LOADED TRUCKS



Source: 1996 Commercial Vehicle Border Crossing Survey





# **BORDER TRANSPORTATION INFRASTRUCTURE NEEDS**



## BORDER TRANSPORTATION INFRASTRUCTURE NEEDS

Cross-border activity has made significant contributions to the California and Baja California region including the creation of new jobs and attraction of new industries. These benefits have also translated to several challenges to the land POEs in the form of increased congestion and longer wait times for both passenger and commercial vehicles. Responding to these challenges, Caltrans has been successful in identifying key projects that will have the greatest effect on reducing traffic congestion and improving existing deficiencies by setting investment priorities devoted to improving transportation conditions along the border. The following sections provide a comprehensive list of on-going and proposed projects devoted to improving movement, access, and safety along the California and Baja California border.

Leading this discussion under *Current and Near Term Projects*, are Caltrans' identified projects. The total cost of the ten projects throughout San Diego and Imperial Counties is approximately \$1.5 billion. As indicated in the following table, not all projects are fully funded and there remains a total shortfall of approximately \$429 million. Despite the remaining shortfalls, Caltrans is devoted to working together with local, regional, State, and Federal agencies to identify the financial resources needed to close the shortfall gap.

As the region continues to grow, forecasts suggest that both passenger and commercial vehicle crossings will nearly double at all POEs along the California and Baja California border, and the need for new and/or improved transportation facilities becomes ever more important. The section *Additional Proposals* provides a list of future transportation proposals identified by Caltrans to address the surge in population and transportation movement along the border. These proposals include the Jacumba-Jacumé border crossing for improving commercial vehicle border access to I-8 and locations east of San Diego, and the Calexico/Mexicali Transportation Study which defined several roadway improvements along SR-111 to maximize capacity and access to the Calexico POE.

The following table provides information on project costs, committed funding and funding shortfalls for each project or proposal.





## NEAR-TERM PROJECT FUNDING SUMMARY



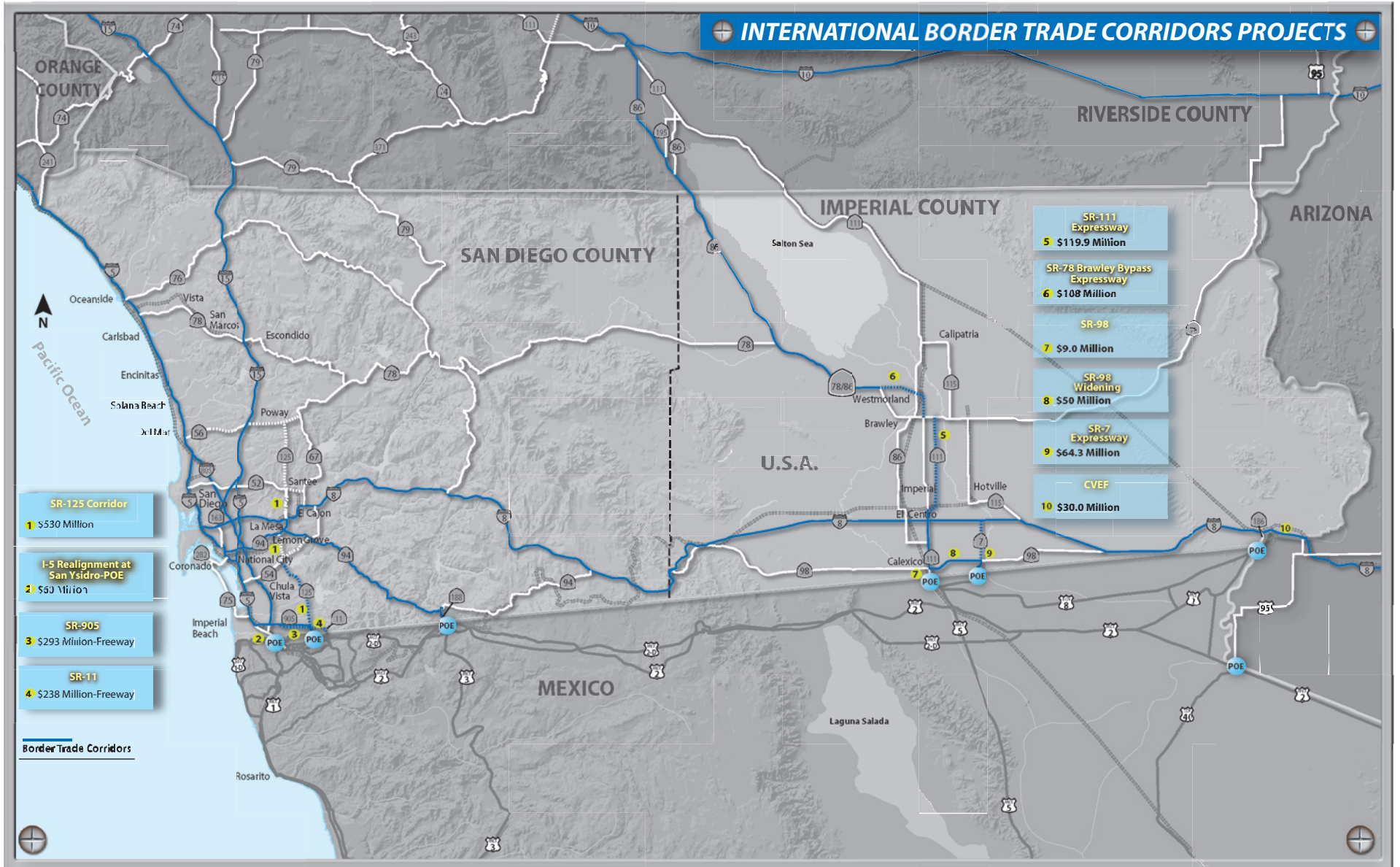
SAN DIEGO COUNTY PROJECTS	PROJECT COST	PROGRAMMED FUNDING	SHORTFALL
I-5 Realignment at San Ysidro-POE	\$60.0 million	\$12.0 million	\$48.0 million
SR-11	\$238.0 million	\$8.0 million	\$230.0 million
SR-905	\$293.0 million	\$235.0 million	\$58.0 million
SR-125 Corridor	\$530.0 million	\$530.0 million	\$0.0
<b>SUBTOTAL</b>	<b>\$1,121.0 million</b>	<b>\$785.0 million</b>	<b>\$336.0 million</b>

IMPERIAL COUNTY PROJECTS	PROJECT COST	PROGRAMMED FUNDING	SHORTFALL
SR-111	\$119.9 million	\$117.1 million	\$2.8 million
SR-78/Brawley Bypass	\$108.0 million	\$90.0 million	\$18.0 million
SR-98 Corridor (West End)	\$9.0 million	\$2.0 million	\$7.0 million
SR-98 Corridor (East End)	\$50.0 million	\$12.5 million	\$37.5 million
SR-7 Extension	\$64.3 million	\$64.3 million	\$0.0 million
CVEF at I-8/ Winterhaven	\$30.0 million	\$1.8 million	\$28.2 million
<b>SUBTOTAL</b>	<b>\$381.2 million</b>	<b>\$287.7 million</b>	<b>\$93.5 million</b>

<b>GRAND TOTAL</b>	<b>\$1,502.2 million</b>	<b>\$1,072.7 million</b>	<b>\$429.5 million</b>
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Includes \$400 million for SR-125 toll portion.





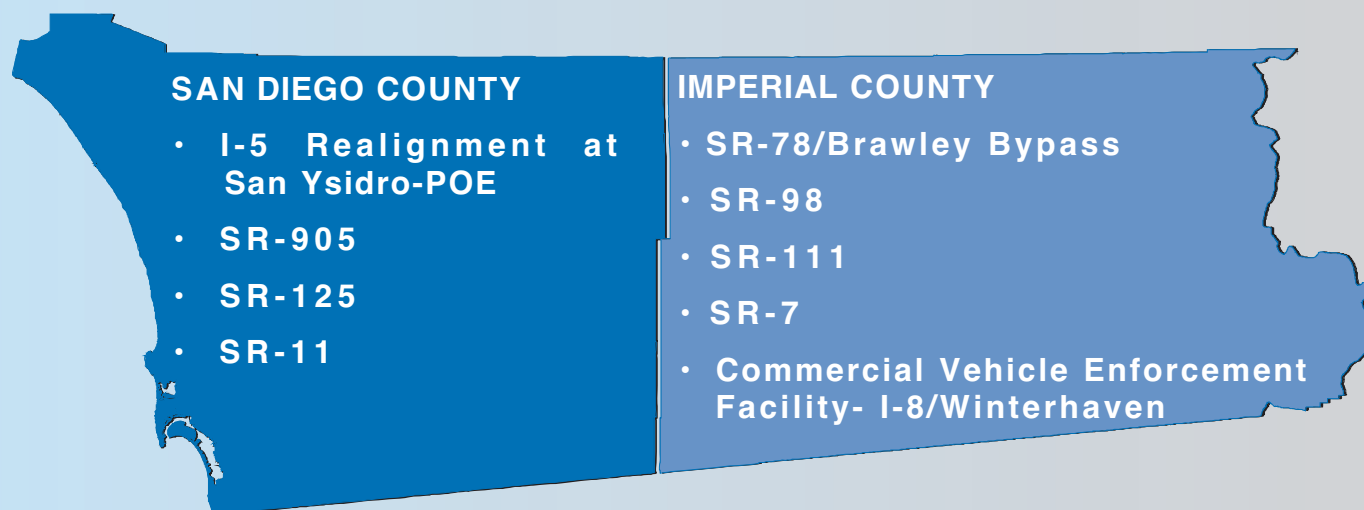
# CURRENT AND NEAR TERM PROJECTS

## CURRENT AND NEAR TERM PROJECTS

In 1993, Caltrans and partner agencies, in response to provisions in ISTEA, identified the “NAFTA Net”. This task was key to enhancing the region’s position for obtaining financial support for border transportation related projects. This network of interstate and state routes was deemed critical for the efficient movement of goods and services from the international border region through California, and beyond. Later, this network was renamed as the International Border Trade Corridors (IBTC), see map *International Border Trade Corridor Projects* on page 3–3, and is characterized as the transportation network which links the POEs and border regions to the existing transportation system with the objectives of:

- facilitating and increasing trade (goods, services, and information)
- ensuring a safe cross-border trucking industry
- improving the multi-modal transportation network leading to the major international border crossings

This section highlights all ten projects that are a part of the IBTC in both San Diego and Imperial Counties. As shown in the project schedule, it is anticipated that these projects will be completed by 2010 and are identified as short-term improvements. The dollar investment for these projects totals approximately \$1.5 billion, with a wide spectrum of funding resources including State, Federal, and local funds. The project fact sheets provide detailed information on project description, project goals, schedule, and funding estimates. The projects include:





## CURRENT AND NEAR TERM PROJECTS

A blue silhouette map of San Diego County is shown. Overlaid on the map is a list of current and near-term projects. The map is positioned within a series of red lines that form a stepped border on the left side of the slide.

### SAN DIEGO COUNTY

- I-5 Realignment at San Ysidro POE
- SR-905
- SR-125
- SR-11

# I-5 REALIGNMENT AT SAN YSIDRO-POE

## THE PROJECT

The I-5 Realignment at San Ysidro POE project is proposed near the San Ysidro POE in San Diego County. This project would provide the necessary transportation improvements to support the POE expansion under study by the U.S. General Services Administration (USGSA). The study examines increasing the inspection lane capacity to reduce border waits. One alternative being studied for this project would realign southbound I-5 near the San Ysidro POE, and add more inspection lanes in each direction. Existing southbound lanes would be realigned to cross near the vacated Virginia Avenue commercial border crossing. Improvements to local streets and enhancements to freeway lanes in both directions are proposed. The other alternatives would require less infrastructure modifications. Also, an anticipated shopping area at Camino de la Plaza will link both sides of San Ysidro, which has been separated by I-5. Bicycle and bus lanes will be added to facilitate crossings.

## BENEFITS

The San Ysidro POE is the busiest land border crossing in the world. This project promises to help reduce border waits for commuters and others, which currently averages 30-45 minutes on weekdays and up to two hours on weekends. Under Section 110 of the Immigration and Naturalization Service (INS), USGSA will begin performing southbound vehicle inspections. By providing additional southbound lanes, and bicycle and bus lanes, delay will be decreased.

## CONGESTION RELIEF

Each day, nearly 90,000 vehicles (45,000 each direction) crossed the San Ysidro POE last fiscal year. This figure is expected to climb to nearly 120,000 vehicles by the year 2010. This is in addition to the nearly 15 million pedestrians and 210,000 buses that crossed at the POE in both directions last fiscal year. This project is expected to help improve existing as well as future traffic operations in this area.

## COST AND SCHEDULE

The cost for this project is estimated at \$60 million, of which there is a shortfall of \$48 million. The Governor's Transportation Congestion Relief Program (TCRP) recently allocated \$10.0 million to this project.

USGSA is beginning studies on the environmental impact statement and working with Federal Highway Administration (FHWA) and Caltrans, with completion expected in 2003.

## ISSUES

Issues include budgetary constraints for this project as well as receiving U.S. Congressional approval for improvements to the POE.

After reorganization, the Federal government is moving forward with meetings planned to resolve issues with POE services.

## OUR PARTNERS

Caltrans is working closely with USGSA, the FHWA, City of San Diego and the Federal, State and local Mexican Government on this project.

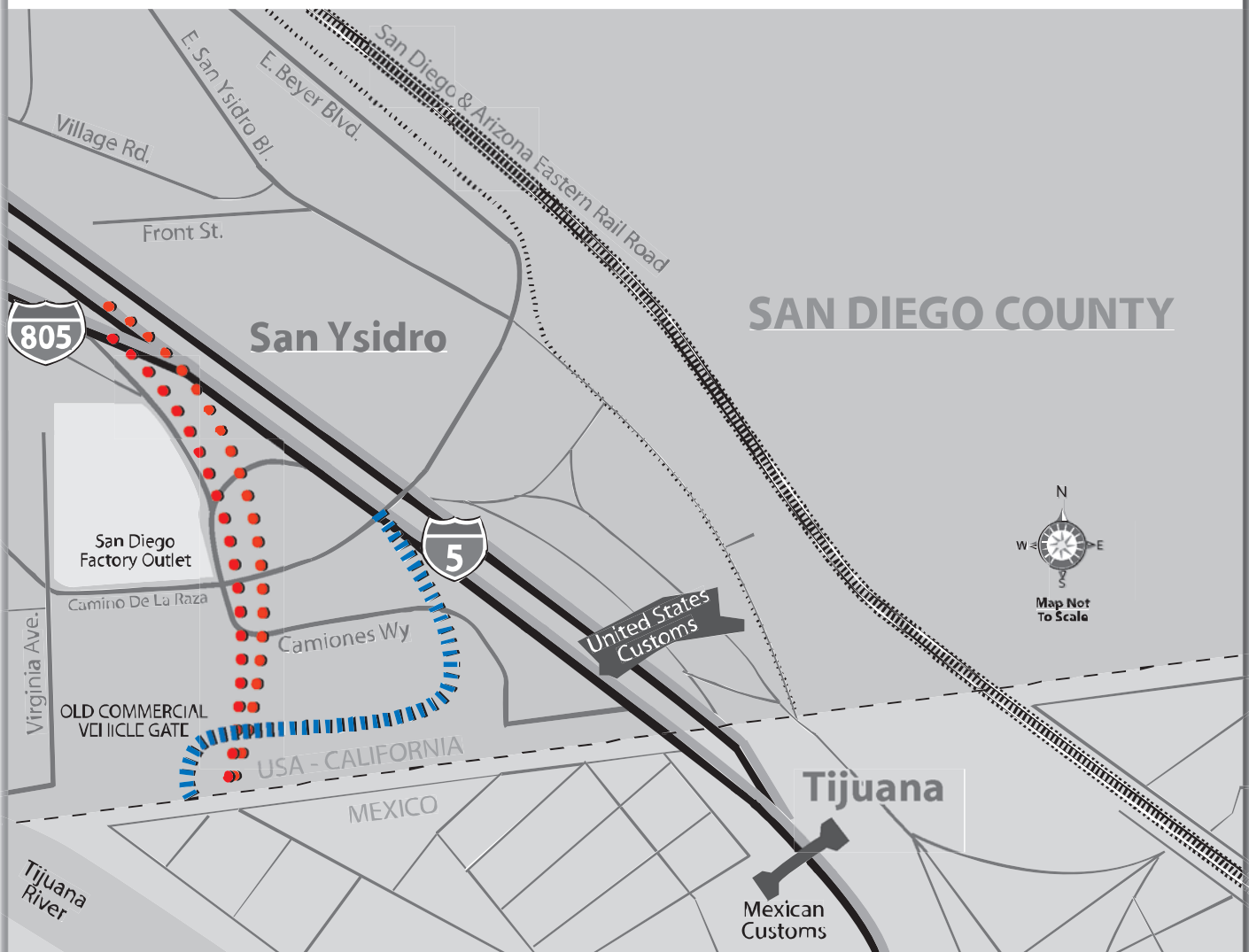
## COMMUNITY INVOLVEMENT

Caltrans is continuing to meet with government agencies at all levels to determine the level of support for the project.





## I-5 REALIGNMENT AT SAN YSIDRO-POE



• • • • Virginia Street Alternative 1

• • • • Virginia Street Alternative 2

# STATE ROUTE 905

## THE PROJECT

The State Route 905 project calls for the construction of a six-lane freeway from the Otay Mesa POE at the U.S./Mexico Border to I-805 in San Diego County. The project will include interchanges with local streets and a freeway-to-freeway interchange at SR-125. It will also provide the right-of-way for an ultimate eight lane facility, which will include two proposed High Occupancy Vehicle (HOV) lanes.

## BENEFITS

The SR-905 project will complete a critical link in the region's international border trade corridor. About 22,000-50,000 vehicles per day travel on various segments of SR-905/Otay Mesa Road between I-805 and the border. About 15 percent of those vehicles are trucks. This project promises to accommodate future growth in these numbers and improve safety for all motorists.

## CONGESTION RELIEF

The new highway will not only improve mobility for border trade traffic by providing for efficient movement of goods and services through the Otay Mesa POE, but it will also benefit local and regional travelers as well.

## COST AND SCHEDULE

The SR-905 project environmental/engineering studies are complete and the draft environmental document was released in August, 2001 for public comment. The Final Environmental Impact Statement and Record of Decision (FEIS/ROD) are expected in 2003. Plans, Specifications and Estimates (PS&E) are anticipated to be complete by 2004, with project advertisement also occurring in 2004. The project has been split into four phases for construction. The first phase, the Siempre Viva Road interchange, has received separate environmental clearance and is scheduled for construction in 2002. The project will make use of "design sequencing" in the processing of the con-

struction contracts. This will reduce the amount of time between the design and construction phases, speeding up completion of the project. Advance purchases of property prior to environmental clearance may also save time. The cost to construct this project is estimated at \$293 million. To date, \$235 million has been secured for the project. This leaves a shortfall of approximately \$58 million.

## ISSUES

Caltrans continues to seek the remaining funds required for completion of this project from a variety of sources, such as: TEA-21 reauthorization, Corridors & Borders program and the Governors TCRP.

## OUR PARTNERS

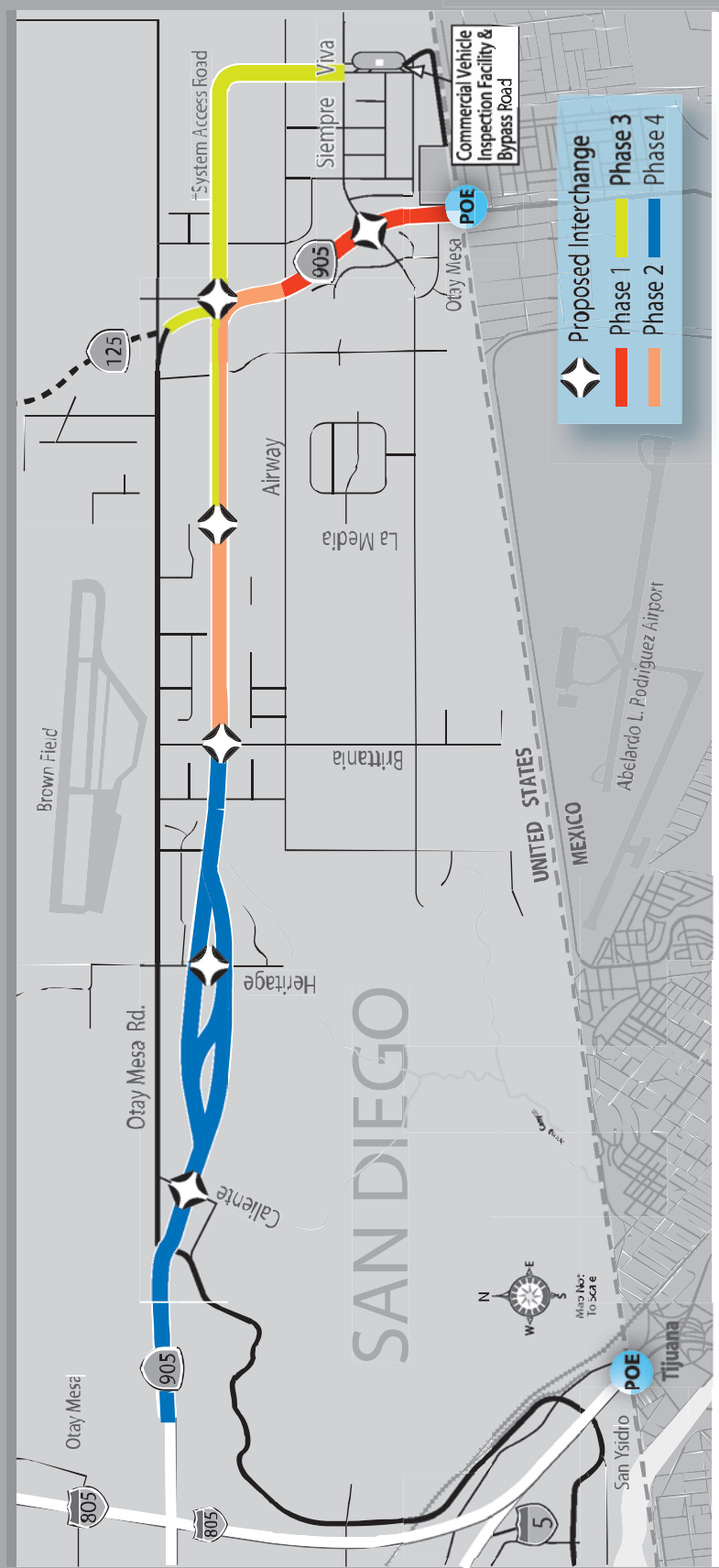
Caltrans is working closely with the City of San Diego, Otay Mesa Chamber of Commerce and San Diego Association of Governments (SANDAG) on this project.

## COMMUNITY INVOLVEMENT

The SR-905 project has earned wide support from the State of Baja California, Mexico, the cities of San Diego and Chula Vista, the international business community, trucking organizations, environmental groups and many key legislators. Caltrans will continue to work with these groups and the public as the project progresses.







# STATE ROUTE 125

## THE PROJECT

The State Route 125 corridor is being built in three segments in San Diego County, from Otay Mesa in the south to Santee in the north. The southern-most project is the SR-125 South Toll Road, which will stretch from SR-905 near the international border to SR-54 in Spring Valley. This 11-mile, four-lane freeway segment will be built by a private consortium and operated as a toll road. The middle project is five miles of new six-lane freeway currently under construction from SR-54 to SR-94 in Lemon Grove. Construction is also underway on the northern-most project, which consists of four miles of new six-lane freeway from I-8 in La Mesa to SR-52 in Santee.

## BENEFITS

Future traffic projections show that about 100,000 vehicles per day will travel the corridor between SR-905 and SR-54 by the year 2010. During the same timeframe, it is estimated that more than 150,000 vehicles per day will travel between SR-54 and SR-94. Forecasts show that 2010 traffic on the corridor between I-8 and SR-52 will be about 100,000 vehicles per day. In all cases, motorists commuting through this rapidly growing region during the next decade would experience lengthy traffic delays without the construction of this facility.

## CONGESTION RELIEF

The SR-125 corridor freeway projects are expected to significantly reduce the amount of traffic congestion and related accidents on local streets.

## COST AND SCHEDULE

The SR-125 South Toll Road will cost about \$400 million and will be designed and constructed under a franchise agreement between the State and the private consortium, California Transportation Ventures Inc. (CTV). Construction of this toll road is scheduled to begin in 2002 and be open to traffic by 2005. A \$130 million freeway-to-freeway interchange

will connect the toll road to SR-54. This portion will use local funds generated by the TransNet Program. Construction is already underway on the remaining corridor projects with SR-125 between SR-54 and SR-94 planned for completion in early 2003. The remaining project, SR-125 between I-8 and SR-52 is scheduled to be opened in the summer of 2003.

## ISSUES

Continue to provide the most up-to-date information to the public on construction schedules.

## OUR PARTNERS

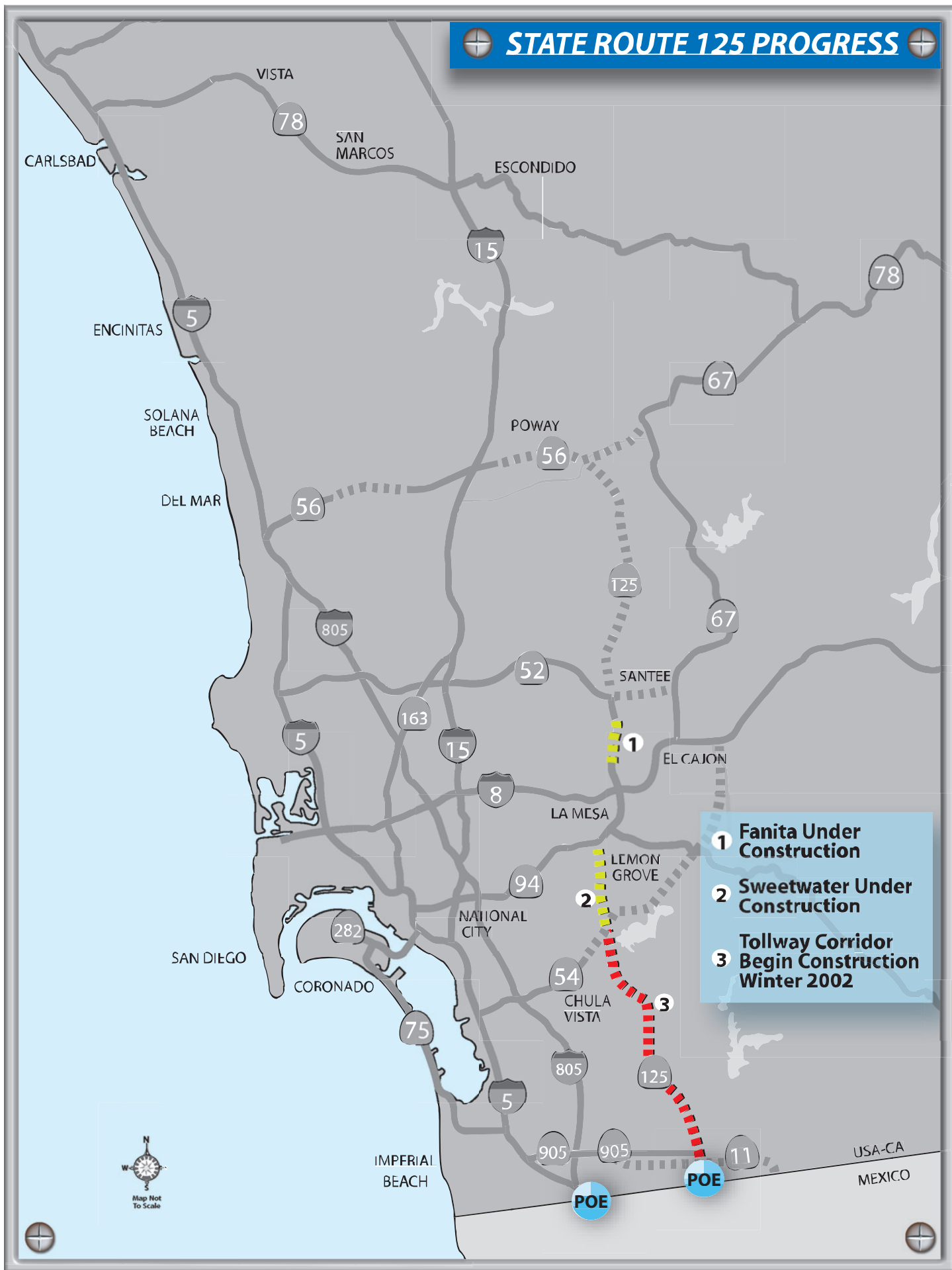
Caltrans has been working closely with CTV, SANDAG, the Federal government and community groups on these projects.

## COMMUNITY INVOLVEMENT

Caltrans coordinated with several public agencies and land-use authorities regarding the preferred alignment of each project. Citizens also provided input on specific mitigation proposals for the preferred alignments, through participation in various advisory groups.



# STATE ROUTE 125 PROGRESS



# STATE ROUTE 11

## THE PROJECT

The State Route 11 project will consist of constructing nearly three miles of a new four-lane freeway from the proposed SR-905/SR-125 junction to the future POE at East Otay Mesa in San Diego County.

## BENEFITS

The SR-11 project will help reduce traffic congestion at the San Ysidro and Otay Mesa POEs by providing a new means for crossing the U.S.-Mexico Border. It will also provide a more efficient means of transporting goods and services from the POE north to the SR-905/SR-125 interchange. This project will also connect with the proposed Tijuana 2000 Bypass Highway in Mexico, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads.

## CONGESTION RELIEF

The SR-11 project and the addition of a new POE will reduce traffic at the already congested San Ysidro and Otay Mesa POEs. This will mean shorter lines and less delay to cross the border. About 25,000 vehicles a day are forecast to cross the border at the new East Otay Mesa POE by the year 2020. Studies show that the need for this project is vital to international trade and to accommodate the projected increase from 1.3 million trucks (1999) to 2.1 million by 2010. As the existing Otay Mesa POE is the only commercial port between Tijuana, and San Diego, the SR-11 project and the new Otay Mesa East POE will not only reduce traffic congestion, but will also provide an alternate facility for commercial traffic.

## COST AND SCHEDULE

Preliminary environmental studies began in March 2000 and are expected to be complete by late 2002, with the full environmental phase lasting five years.

Design and right-of-way activities are estimated to take 2-3 years, with some work being performed concurrent with the environmental phase and construction lasting an additional 2-3 years.

## ISSUES

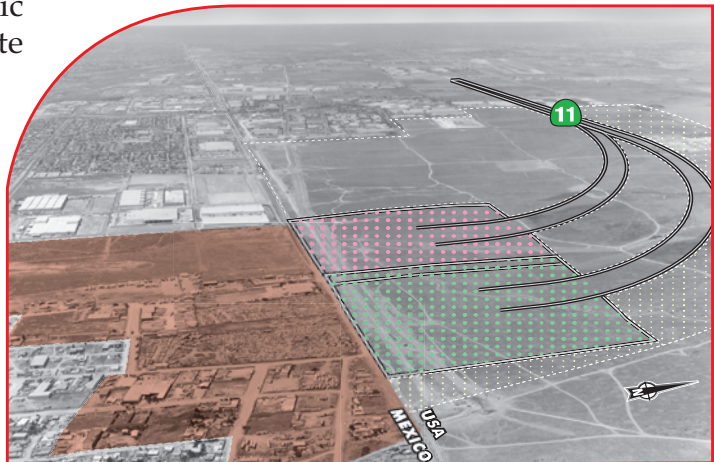
Prior to project construction a Presidential Permit must be obtained from the Federal government. Close coordination between all levels of government (both U.S. and Mexico) must continue to preserve right-of-way and complete the highway and POE.

## OUR PARTNERS

Caltrans is working closely with the FHWA, SANDAG, the City of San Diego, USGSA, the County of San Diego, the Otay Mesa Chamber of Commerce, the California Trucking Association, and the local business community.

## COMMUNITY INVOLVEMENT

A Public Scoping Meeting is anticipated in late 2002.







## STATE ROUTE 11 AND PROPOSED PORT OF ENTRY



## CURRENT AND NEAR TERM PROJECT

### IMPERIAL COUNTY

- SR-78/Brawley Bypass
- SR-98
- SR-111
- SR-7
- Commercial Vehicle Enforcement Facility- I-8/Winterhaven

# SR-78/BRAWLEY BYPASS

## THE PROJECT

The SR-78/SR-111 expressway project, more commonly known as "The Brawley Bypass," calls for the construction of a four-lane divided expressway from SR-86, north of the City of Brawley to 1.5 miles south of the eastern junction of SR-111 and SR-78. The alternative routes currently under study, the "Del Rio," "Del Rio North" and "Fredricks Road," all bypass the City of Brawley to the north. Major features for these alternatives include bridges at the New River and Southern Pacific Railroad crossings, signalized and unsignalized intersections and accommodations for future expansion of the Brawley Airport. At this time, the preferred alternative has been identified as "Fredricks Road".

## BENEFITS

The Brawley Bypass project will help motorists by reducing travel time through the area and improving the movement of goods and services from the U.S.-Mexico Border to the Los Angeles basin.

## CONGESTION RELIEF

Future traffic projections and growth indicate that the demands on the existing routes through Brawley will greatly increase. This project will bypass downtown Brawley, effectively reducing traffic congestion, time delays and accidents.

## COST AND SCHEDULE

Caltrans completed a Project Study Report in March 1993. This study was requested by the City of Brawley and the California Transportation Commission to examine alternatives for an expressway bypass around Brawley. Final environmental approval is expected in 2002/2003, with construction anticipated to begin in 2004 and the expressway being opened to traffic in 2007. The

cost is estimated at \$108 million with an \$18 million shortfall.

## ISSUES

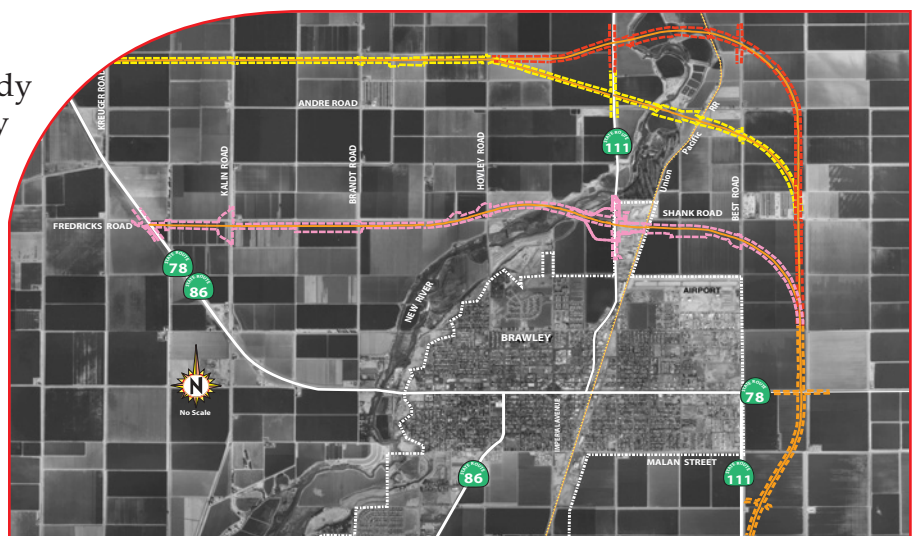
Obtain remaining funds necessary for project completion.

## OUR PARTNERS

Caltrans has gained firm support for this project from various local, regional and federal agencies, including the City of Brawley, the Imperial Valley Association of Governments (IVAG), the County of Imperial, the Southern California Association of Governments (SCAG) and the FHWA.

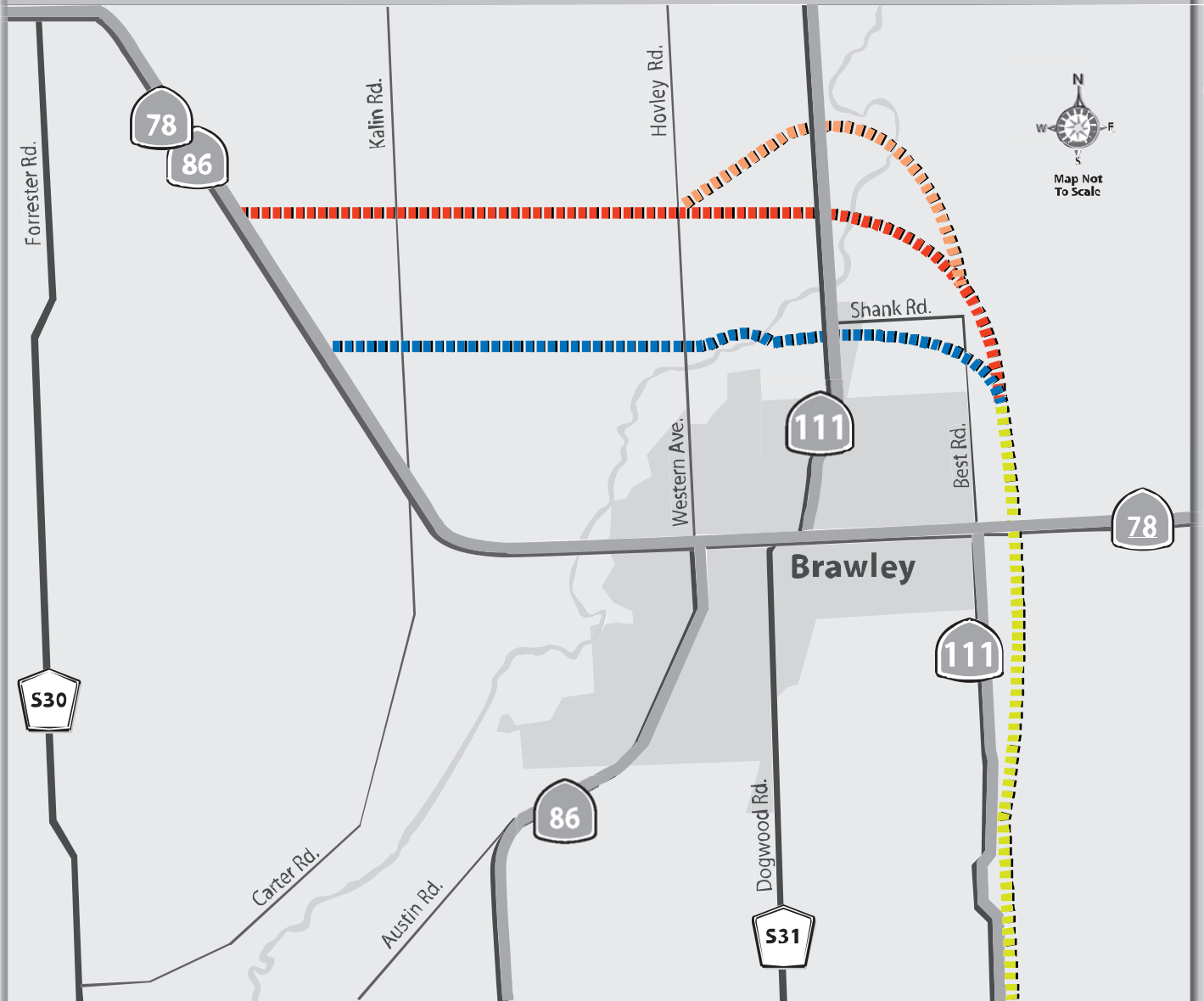
## COMMUNITY INVOLVEMENT

Various agencies, organizations and individuals have been involved in the development of this project since 1996. The Draft Environmental Document was circulated and a Public Hearing was held in 2001.





## STATE ROUTE 78/BRAWLEY BYPASS



-  **SR-111 Realignment**
-  **Del Rio Alternative**
-  **Del Rio North Alternative**
-  **Fredricks Alternative**



# STATE ROUTE 98

## THE PROJECT

The State Route 98 corridor projects will provide safety and circulation improvements as well as long-term congestion relief and benefits to interstate and intrastate travel for both people and goods.

**Project 1:** Widen highway from .5km west of Navarro Avenue to SR-111 and construct traffic signals on SR-98 at Eady Avenue and Ollie Ave.

**Project 2:** Realign and widen to four/six lanes from SR-111 to SR-7.

## BENEFITS

SR-98 is an east-west, two-lane conventional highway that parallels the U.S.-Mexico Border. These projects are expected to improve traffic and pedestrian safety and increase the highway capacity. In addition, they will help accommodate the anticipated increase in local and inter-regional truck traffic as a result of the NAFTA.

## CONGESTION RELIEF

Traffic forecasts indicate that widening SR-98 is needed to accommodate the current and future transportation demands and to help relieve traffic congestion in the City of Calexico. The SR-98 project is part of the TCRP and is being accelerated.

## COST AND SCHEDULE

**Project 1:** The Project Initiation Document (PID) was finalized in June 2000. Currently, environmental work is underway and expected to be complete in late 2003. The estimated cost for this project is \$9.0 million of which \$2 million is funded.

**Project 2:** The SR-98 project is in the Project Report/Environmental Studies Phase. A Value Analysis Study was prepared to help identify alignment alternatives during this phase for the highway project. It is anticipated that environmental studies will be completed in 2005. The project has \$12.5 million programmed for completing the

Project Report and Environmental Document. An additional \$37.5 million is needed to fund the project through the final design and construction phases.

## ISSUES

Secure remaining funds for project completion. Continue to work closely with the community to determine potential impacts to homes, business and the natural environment.

## OUR PARTNERS

The SR-98 project is being developed through a cooperative effort with several local agencies, such as the City of Calexico, Imperial County, IVAG and the Imperial Irrigation District. FHWA is also a member organization in an advisory role.

## COMMUNITY INVOLVEMENT

As part of the Value Analysis Study, several members of the community were invited to participate and provide input. A Public Meeting was held in summer 2001 to share project information and gather additional information for consideration during the development of the project.



**IMPERIAL COUNTY**



- **Modified Jasper/Bowker Road Alternative Under Consideration**
- ..... **Jasper/Bowker Road Alternative Under Consideration**
- **Existing SR-98 Alternative**
- ◆ **Possible Interchanges**

# STATE ROUTE 111

## THE PROJECT

The State Route 111 project includes constructing a four-lane divided expressway on new alignment in Imperial County, from Ross Road near El Centro to Mead Road near Brawley. It also includes relinquishing existing SR-111, a two-lane conventional highway, to the County of Imperial as a frontage road.

## BENEFITS

SR-111 is a major north-south corridor in Imperial County serving local, regional and international business, as well as recreational travel to the Salton Sea, the Imperial Sand Dunes and the Colorado River. It connects agricultural producers and packers in the Imperial Valley to distribution centers and consumers throughout the United States. This project will improve goods movement as well as international and interregional travel.

## CONGESTION RELIEF

About 8,000-12,000 vehicles per day now travel the various sections of SR-111. Traffic is projected to double along this route during the next 20 years due to the rapid increase in residential and commercial development, in addition to an increase in international trade traffic through the Calexico East POE prompted by NAFTA. Construction of SR-111 will accommodate this future growth.

## COST AND SCHEDULE

Construction is underway on two of the three stages on this project. The first stage is about five miles from Ross Road north to Worthington Road. The total cost of this stage is \$45.8 million and will be open to traffic by the end of this year.

The second stage, 4.5 miles from Worthington Road to Keystone Road started construction in 2001 and will be completed in 2003 at a cost of about \$31.6 million. The final stage, 4.5 miles from Keystone Road to Mead Road will start this year and be completed in 2004 at a

cost of about \$36.5 million. Total cost for rehabilitation of existing roadway prior to relinquishment to the County of Imperial is \$5 million, and there is a current shortfall of \$2.8 million. A landscape project for the entire corridor will follow after completion of Stage 3 at a cost of \$1 million.

## ISSUES

Obtain funds necessary for relinquishment of existing roadway to the County of Imperial to serve as a frontage road.

## OUR PARTNERS

The project is firmly supported by various local, regional and federal governmental agencies, including the County of Imperial, IVAG, SCAG and FHWA.

## COMMUNITY INVOLVEMENT

Since the initial public meeting in 1993, various agencies, organizations and individuals have been involved in the development of this project. Community participation will continue through the completion of construction.

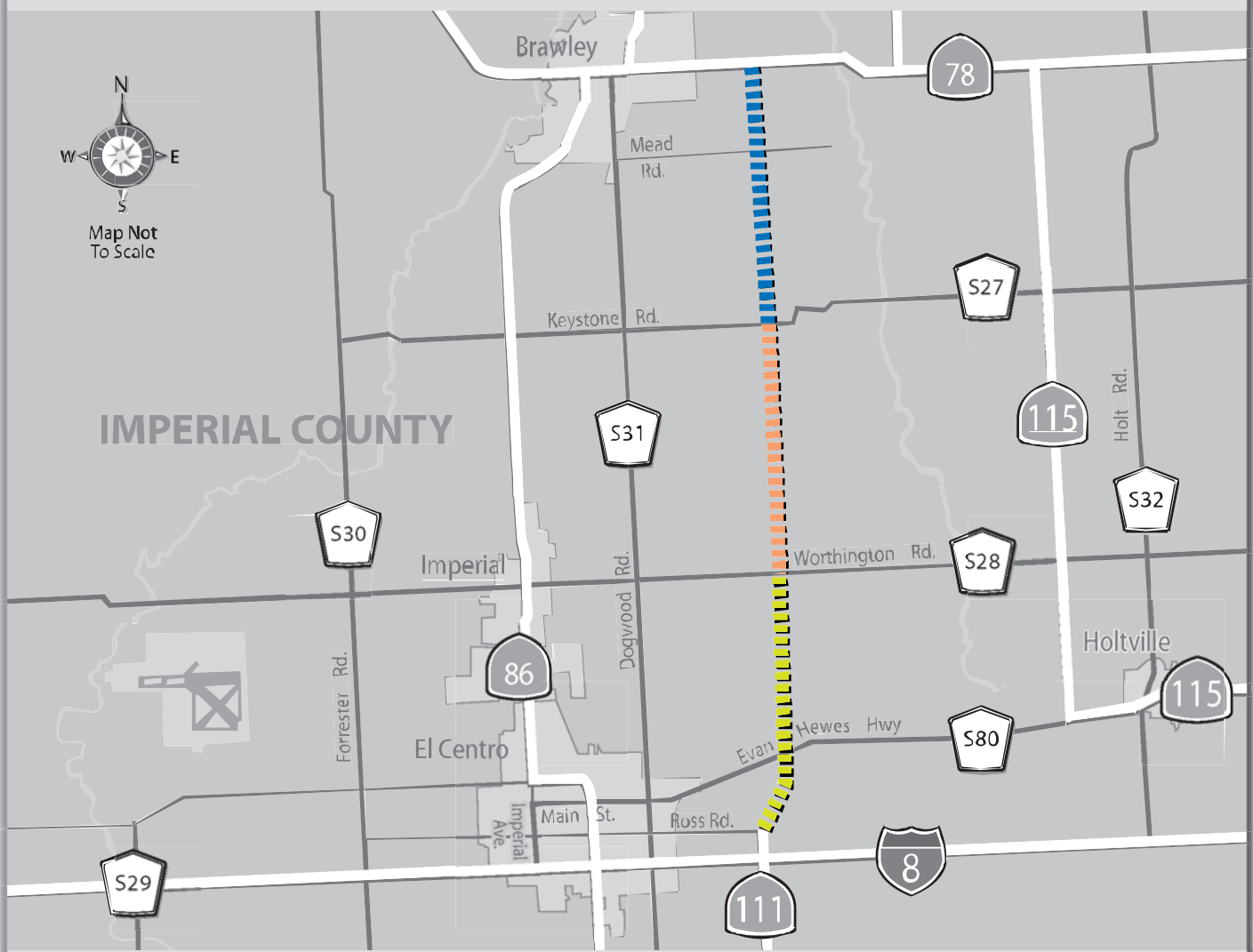




## STATE ROUTE 111



### IMPERIAL COUNTY



#### STAGE 1

From Ross Road to  
Worthington Road  
Estimated Completion  
Date: 2002



#### STAGE 2

From Worthington Road to  
Keystone Road  
Estimated Completion  
Date: 2003



#### STAGE 3

From Keystone Road to  
North of Mead  
Estimated Completion  
Date: 2004





# STATE ROUTE 7

## THE PROJECT

The State Route 7 project will extend the four-lane divided highway 5.5 miles from SR-98 to I-8 in Imperial County. The preferred alignment will follow Orchard Road. This will be the second segment of SR-7 to be constructed. The first segment was completed in March 1996 and stretched a little more than a mile from the U.S.-Mexico border to SR-98.

## BENEFITS

The SR-7 project will help improve service to the new Calexico East POE, providing more direct access to I-8. It will also accommodate future increases in commercial truck traffic across the border, and enhance the international and interregional movement of goods and services.

## CONGESTION RELIEF

The SR-7 project will help reduce traffic congestion in the City of Calexico at the intersection of SR-111 and SR-98. It is anticipated that traffic crossings at the POE will increase from the current 11,000 vehicles per day to about 19,200 vehicles per day by the year 2020. The project will also help improve the capacity and operational deficiencies of other roadways throughout the region that are expected to come with the increase in POE crossings, particularly within Calexico.

## COST AND SCHEDULE

The Environmental Impact Statement/Environmental Impact Report was completed in January 2000. The design and right-of-way purchases are underway, and construction is expected to begin in 2003. This project is expected to be open to traffic in 2005. The estimated project cost is \$64.3 million, and consists of Federal and State funds.

## ISSUES

There are no significant issues at this time for the SR-7 project.

## OUR PARTNERS

Caltrans is working closely with FHWA, the SCAG, IVAG, Imperial County and the City of Calexico on this project.

## COMMUNITY INVOLVEMENT

A public scoping meeting was held in November 1996 to share general information, gather ideas and discuss issues with the public. A public hearing for the Draft Environmental Document was conducted in December 1998. Community input continues during the design of the project.



# STATE ROUTE 7



# COMMERCIAL VEHICLE ENFORCEMENT FACILITY I-8/WINTERHAVEN

## THE PROJECT

In Imperial County, near Winterhaven, the construction of a Commercial Vehicle Inspection Facility (CVEF) is proposed. Completion of this project will ensure that each commercial vehicle entering California will undergo safety and regulatory inspections.

## BENEFITS

The CVEF will facilitate the inspection of trucks entering California for compliance with various laws and regulations including weight, vehicle maintenance and license, and air quality. By building this facility, the safety of the motoring public will be increased through the careful inspection of all commercial vehicles and removing those from operation that are found to be faulty or not in accordance with existing laws.

## COST AND SCHEDULE

The anticipated cost for construction of the CVEF is estimated at \$30 million. Currently \$1.8 million has been programmed, with the Project Study Report currently in progress. Environmental work is expected to be complete by 2004, with design concluding in 2006. It is anticipated that construction will begin in 2007.

## ISSUES

Pursue additional funds necessary for completion of project.

## OUR PARTNERS

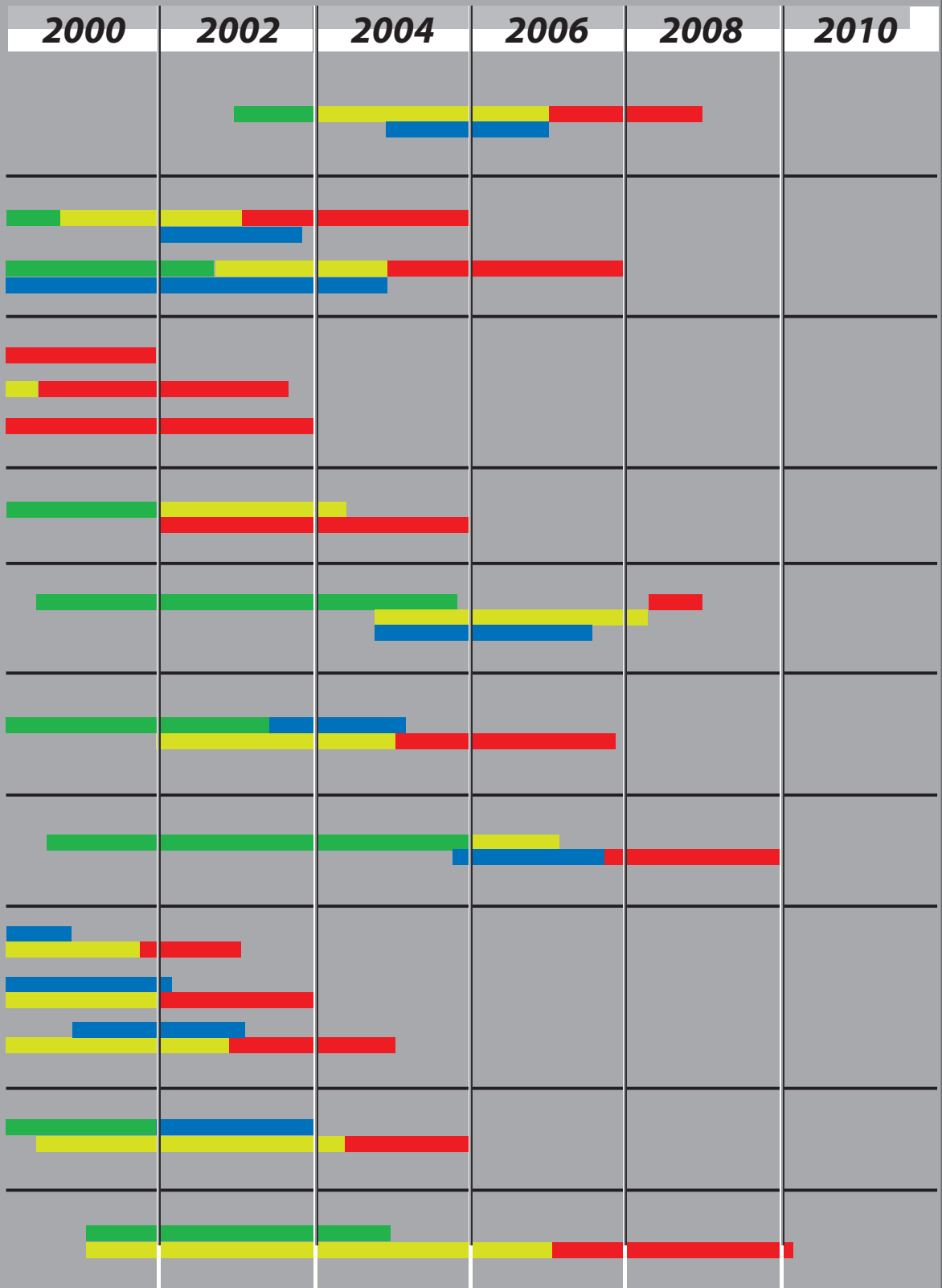
The CVEF project will be developed in cooperation with the California Department of Agriculture, and various regulatory agencies. Main operations will be conducted by the California Highway Patrol.

## EXAMPLE OF CVEF DESIGN





# BORDER PROJECTS MASTER SCHEDULE



ENVIRONMENTAL

RIGHT OF WAY

DESIGN

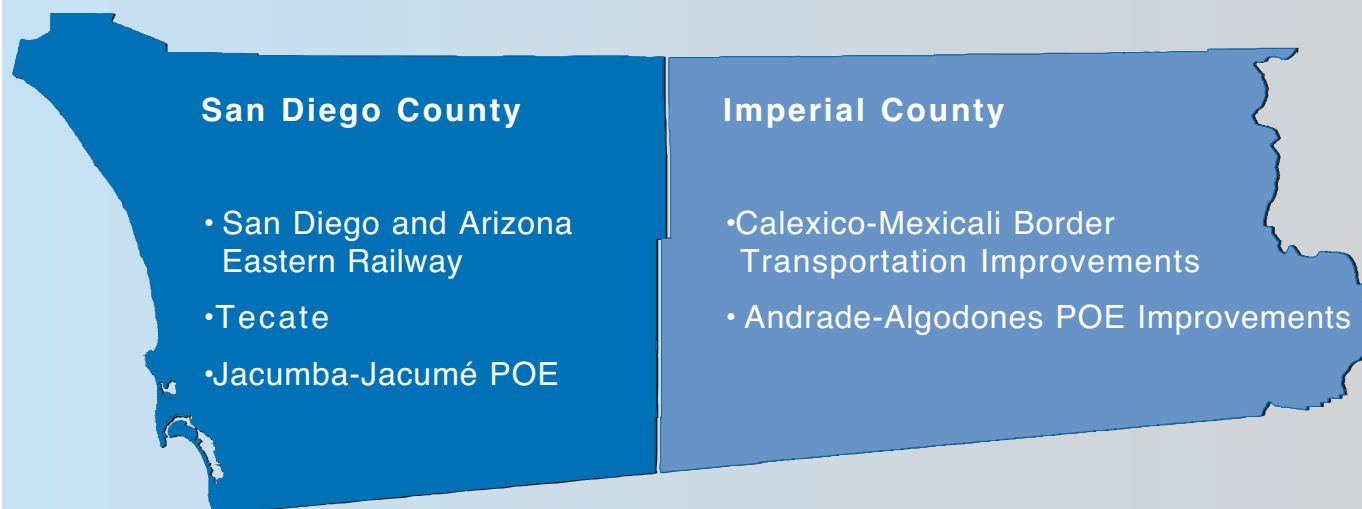
CONSTRUCTION



# ADDITIONAL PROPOSALS

## ADDITIONAL PROPOSALS

**A**s the San Diego/Imperial border region continues to grow, it is expected to undergo an acceleration of population and border trade activity. To accommodate this, Caltrans and its partners will proceed with a proactive and cooperative approach to addressing long-term transportation border needs. Consequently, Caltrans has been working with local and regional agencies in identifying several transportation improvements to enhance the IBTC. There are three such proposed projects in San Diego County, and two in Imperial County. They represent a wide variety of improvements that support the existing transportation infrastructure, or add new projects that look at providing direct relief or alternate facilities to the existing infrastructure. Project fact sheets are provided for the following proposed improvements:



## ADDITIONAL PROPOSALS

A blue silhouette map of San Diego County is centered on the page. To the left of the map, there are four vertical red lines of increasing height, and three horizontal red lines, creating a stepped, architectural frame effect.

### **SAN DIEGO COUNTY**

- **San Diego and Arizona Eastern Railway**
- **Tecate**
- **Jacumba-Jacumé POE**

# SAN DIEGO & ARIZONA EASTERN RAILWAY

## THE PROJECT

Closed in June of 1983 due to a trestle fire, the rehabilitation and reopening of the Desert Line of the San Diego and Arizona Eastern (SD&AE) railway has had support across a wide spectrum of stakeholders and other interested parties.

Due to the border region's growing economy and the reauthorization of federal infrastructure funding programs, the railway is a potential important link in the development of San Diego and northern Baja California's strategic transportation needs.

Resumption of service would necessitate rehabilitation of the Desert Line to handle single-stack intermodal traffic and "conventional" rail carload traffic, such as bulk commodities, and construction of an intermodal transfer facility in San Diego. Other long-term improvements could include modernization to handle double stack platforms and triple deck automobile carriers.

## BENEFITS

California's highways would benefit from reduced truck traffic as a result of the rail diversions attributable to opening the Desert Line. These reductions would also reduce the air pollutants associated with truckload traffic. The reopening of the Desert Line could also be expected to produce direct benefits for the San Diego-Imperial County region in such areas as improvements in highway safety and community

mobility. Other benefits could include reduction in public costs for highway maintenance and increased employment in the local transportation and industrial sectors.

## CONGESTION RELIEF

By reducing the number of commercial trucks travelling from Imperial County to San Diego, congestion along the east-west highways (primarily I-8) would be reduced.

## COST AND SCHEDULE

Caltrans committed \$200,000 for a SANDAG study to investigate the feasibility of such an effort. Cost estimates range from \$25 million for repair to over \$150 million for complete modernization.

## ISSUES

Continue to seek funds (public or private) for the reopening of the SDA&E railway.

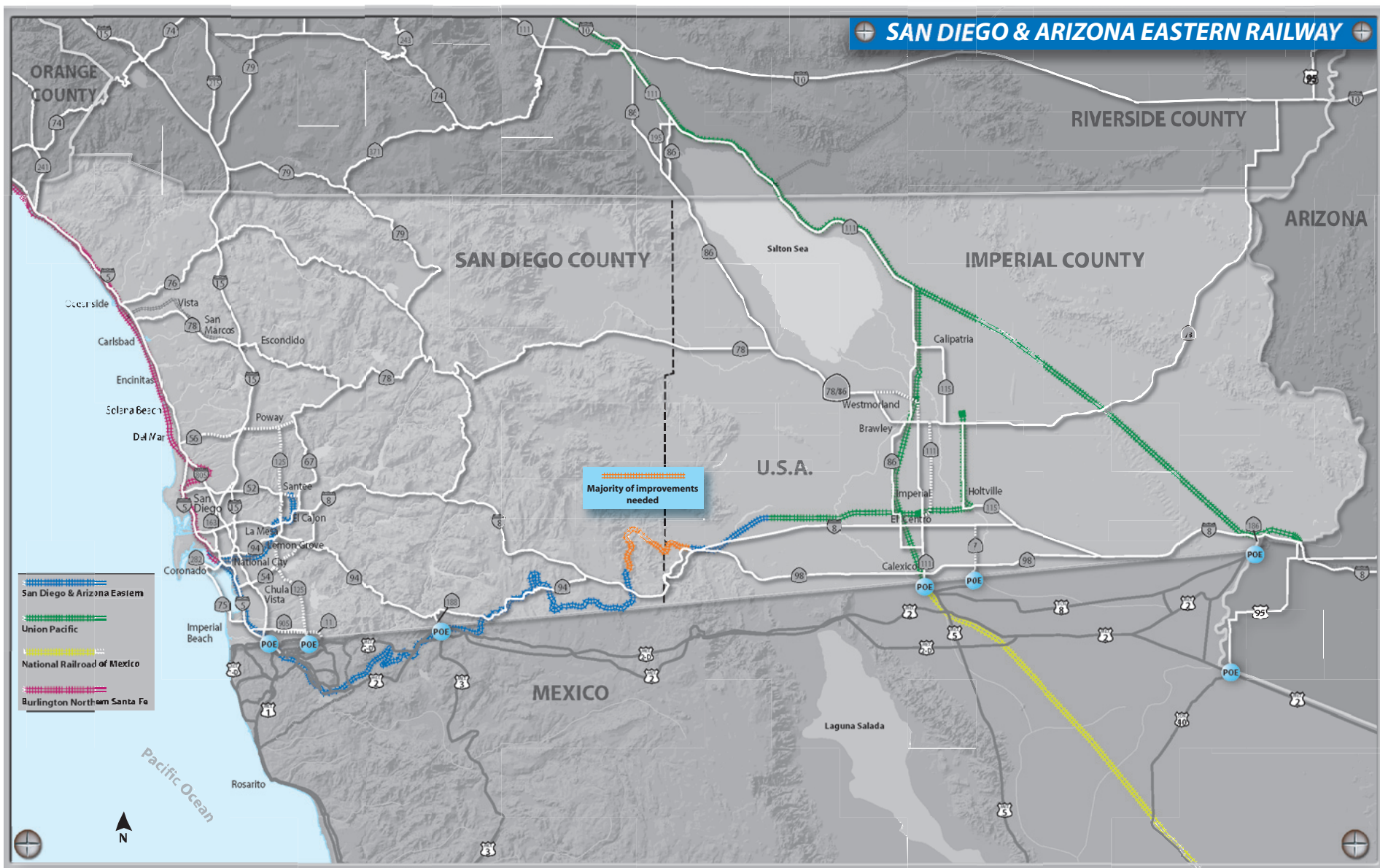
## OUR PARTNERS

Caltrans is working closely with SANDAG, San Diego Unified Port District (SDUPD), the Mexican Government, freight operators, and business owners.

DESERT LINE







## TECATE

Located in the rural area of San Diego County is the small community of Tecate, California, which is the location of San Diego County's third port of entry.

Across the border, the municipality of Tecate, Mexico has a much larger population and employment base.

### THE PROJECT

At this time there is no project identified for improving the two State Routes (SR-94 and SR-188) which serve this area and the POE.

Caltrans has recently undergone studies with SANDAG to discuss potential roadway improvements to SR-94. During this process, a

considerable amount of community opposition was voiced against any such improvements being made.

Tecate, Mexico is proceeding with city street circulation improvements and the USGSA is proceeding with modernization of the POE. The modernization does not entail expanding commercial vehicle inspection facilities. There are no current plans for improvements to the state highways serving this POE.





# JACUMBA/JACUMÉ

With increased vehicle and commercial traffic at the region's POEs on the rise since passage of NAFTA, Caltrans is confronted with the challenge of improving cross-border movement of both people and goods. The tremendous growth has placed pressure on transportation and planning agencies on both sides of the border for finding ways for improving transportation infrastructure, access and operations, and minimizing air quality impacts caused by increased congestion.

## THE PROJECT

One way of improving cross-border movement and alleviating congestion problems is by providing additional POEs. The concept of evaluating a new POE at Jacumba was identified in Caltrans and SANDAG's SR-94 Corridor Study. SAHOPE has also considered this location for a future POE in its long-range planning work.

## BENEFITS

Forecasts completed under the SR-94 Corridor Study show the municipality of Tecate is projected to increase significantly in both population and employment by the year 2020. The Tecate population is estimated to reach 184,000, with nearly 80,000 jobs by 2020. With this projected growth and the passage of NAFTA, it is anticipated that commercial traffic through the Tecate POE will increase considerably. These circumstances will undoubtedly affect traveling conditions causing delays, congestion, and other adverse impacts on SR-94 and SR-188.

## CONGESTION RELIEF

- Border access would improve at existing POEs by diverting between 1,500 and 5,900 vehicles per day to the new Jacumba-Jacumé POE.
- Creating a border crossing at Jacumba-Jacumé would provide a close and alternative access to major transportation corridors located in both countries. The new POE would be strate-

gically located to accommodate future growth expected in Baja California along the Tecate-Mexicali highway corridors.

## COST AND SCHEDULE

Initial cost estimates range from \$10 million to \$60 million depending on alignments and alternatives. There is no current schedule for project implementation.

## ISSUES

The next steps include gaining legislative support to designate a road alignment as a future state route, identifying potential funding sources, and providing an overview of the permitting process for the construction, operation, and maintenance of a new border crossing.

## PARTNERS

U.S. and Mexican government agencies.





## JACUMBA/JACUMÉ PORT OF ENTRY





## ADDITIONAL PROPOSALS

### IMPERIAL COUNTY

- Calexico-Mexicali Border Transportation Improvements
- Andrade-Algodones POE Improvements

# CALEXICO/MEXICALI

Caltrans and other interested parties have studied the possibility of relieving cross-border congestion at the Calexico POE. In 2000, it was estimated that approximately 56 million persons and 14 million autos crossed the border at this POE (two way traffic). This level of traffic has impacted highways on both sides of the border causing significant delays, congestion, and other adverse impacts affecting Calexico's residents and businesses.

In 1996, the commercial gates west of the Calexico POE were closed and the new Calexico East POE was opened, which serves all commercial truck traffic crossing between Calexico and Mexicali. By moving the POE east of the downtown Calexico area, it was anticipated that traffic congestion would be alleviated. However, this has not yet occurred, and there is a great need to identify transportation improvements that address the current congestion and future anticipated growth.

## THE PROJECT

The former commercial POE site in downtown Calexico presents a unique opportunity for local and State agencies to work together with the USGSA to address congestion and improve access on both sides of the downtown Calexico/Mexicali POE.

A recent transportation study identified several downtown roadway improvement alternatives with specific emphasis on re-using the former commercial POE site in a manner which would address congestion and reduce delays.

The study developed seven different alternatives, with sub-alternatives also identified. These range from the "No Build" to a "Managed Lane" concept that would provide for dual use of new gates to serve northbound or southbound traffic depending on the time of day and level of demand.

## BENEFITS

The travelling public would realize a tremendous improvement in congestion, which would directly result in time savings. Additionally, the Calexico area would have an improvement in air quality.

## CONGESTION RELIEF

As the Calexico/Mexicali POE is the second busiest crossing along the California/Mexico border, there is substantial congestion accessing the border, and along the state highways. By providing an alternative, or improvements to the existing roadways, congestion and delay will both be improved.

## COST AND SCHEDULE

The August 2000 cost estimates range from the "No Build - No Cost" option to approximately \$48 million.

At this time, there is no date for implementation of this project.

## ISSUES

Continue coordination, particularly with USGSA. Seek funds for further study.

## OUR PARTNERS

SCAG, IVAG, County of Imperial, City of Calexico, Municipality of Mexicali, USGSA, and Commission de Avaluos de Bienes Nacionales (CABIN).

## COMMUNITY INVOLVEMENT

Public input was gathered at meetings and workshops held in both Calexico and Mexicali. Attendees included community representatives, consultants, and academics.

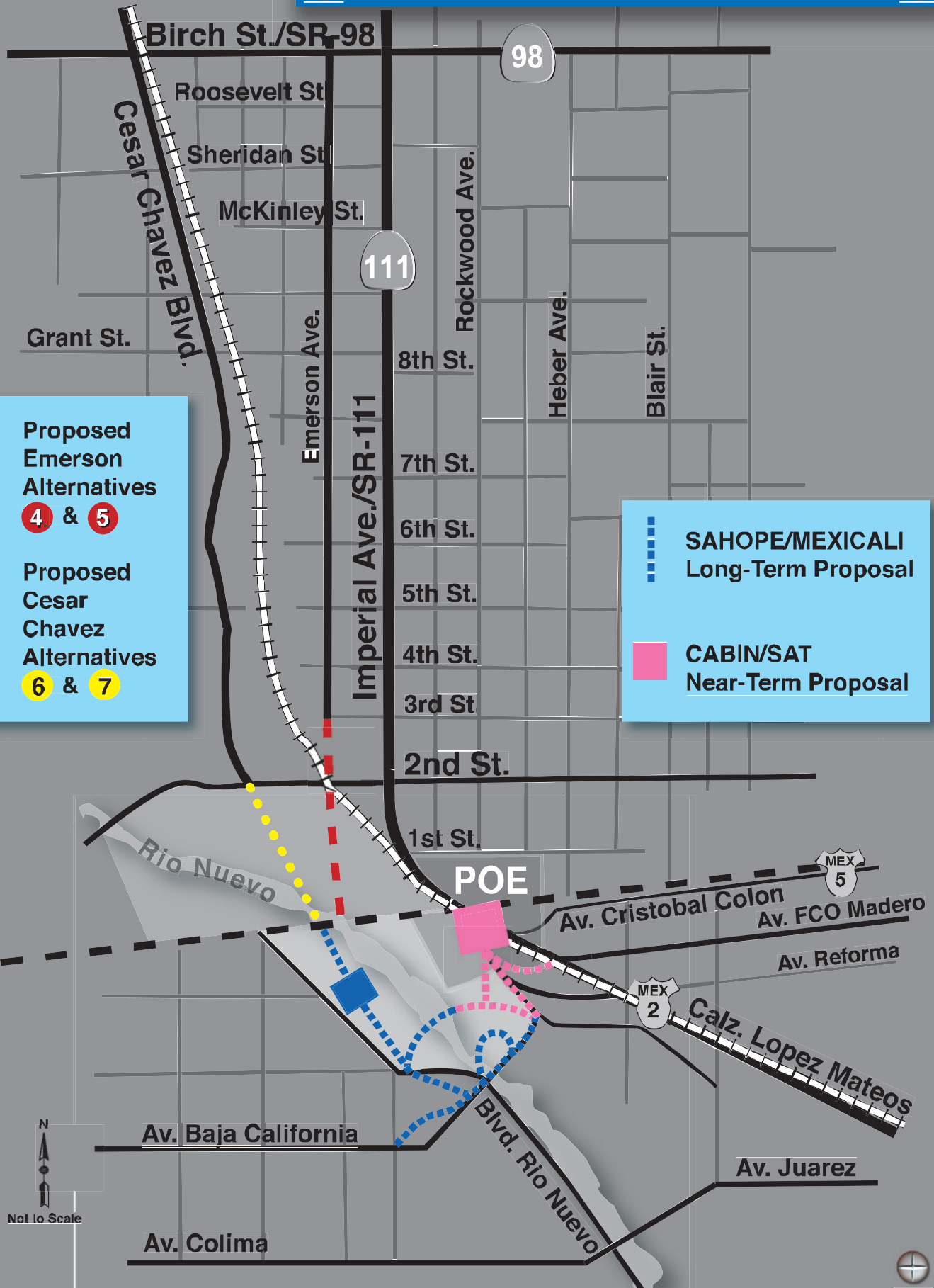


# CALEXICO/MEXICALI PORT OF ENTRY



- Proposed Emerson Alternatives 4 & 5
- Proposed Cesar Chavez Alternatives 6 & 7

- SAHOPE/MEXICALI Long-Term Proposal
- CABIN/SAT Near-Term Proposal



# ANDRADE/ALGODONES

## THE PROJECT

The existing Andrade-Algodones POE was built in 1970 and consists of two primary and two secondary inspection lanes. It is served by SR-186, a two lane conventional highway. The POE is open to passenger vehicles, pedestrians and, on a limited basis, commercial vehicles. During 1999, there were over 3 million pedestrians which crossed the border, and approximately 1.2 million autos crossed with an estimated 3.5 million passengers (north and southbound volumes). Future improvements to SR-186 (widening from a two to four-lane highway) are identified as a Long-Term (Beyond 2020) project in the 1997 Imperial County Transportation Plan.

In the Fall of 2000, the USGSA conducted an Environmental Assessment on several expansion and realignment project alternatives derived from the January 2000 Feasibility Study for improvements to the POE. These project alternatives focused on realigning access to the POE on the existing facilities, and the expansion of pedestrian and auto gates. Findings from the Environmental Assessment indicate that realignment to the east would traverse environmentally sensitive lands and require additional roadway structures that would be very expensive. Realignment to the west would impact existing private parking facilities, and would require access improvements to SR-186.

## BENEFITS

The Andrade POE is located at the far eastern edge of District 11, on the border with the State of Arizona, and lies within the Fort Yuma Indian Tribe Reservation. Interstate 8 and SR-186 serve this POE with I-8 connecting to El Centro and San Diego to the west and Arizona to the east. Across the international border, there are connections to Mexicali on BC-8 as well as to MX-2 which connects the State of Sonora and the Mexican interior to the south-east. The Andrade-Algodones POE is becoming an extremely important port for tourism

between the U.S. and Mexico. Traffic reconfiguration at the POE and access through the Mexican town of Algodones into the U.S. are of concern to local Mexican government officials, and resolution of these problems are critical.

## CONGESTION RELIEF

During peak winter months southbound traffic may be backed up to I-8, a distance of approximately two miles. The majority of the tourists park on the U.S. side and travel by foot into Algodones. Delays on SR-186 are in part caused by access back-ups leading into the parking facilities. Expansion of the Andrade POE would greatly enhance tourism and circulation on both sides of the border and would provide the public with a more efficient and safe gateway.

## COST AND SCHEDULE

If the POE is realigned, access improvements to SR-186 will be necessary at an estimated cost of \$3 million.

At this time, there is no date for implementation of the project.

## ISSUES

On-going coordination and information exchanges regarding USGSA and Mexican government plans for POE expansion.

## OUR PARTNERS

Caltrans has worked cooperatively with the USGSA, Instituto Nacional De Estadística Geografía E Informática (INEGI), and the County of Imperial and continues to build a working relationship with the Fort Yuma Indian Tribe.

## COMMUNITY INVOLVEMENT

Prior to any improvements being recommended for the state highway facility, Caltrans will undertake a comprehensive public outreach campaign.





## ANDRADE/ALGODONES PORT OF ENTRY



# BAJA CALIFORNIA PROJECTS

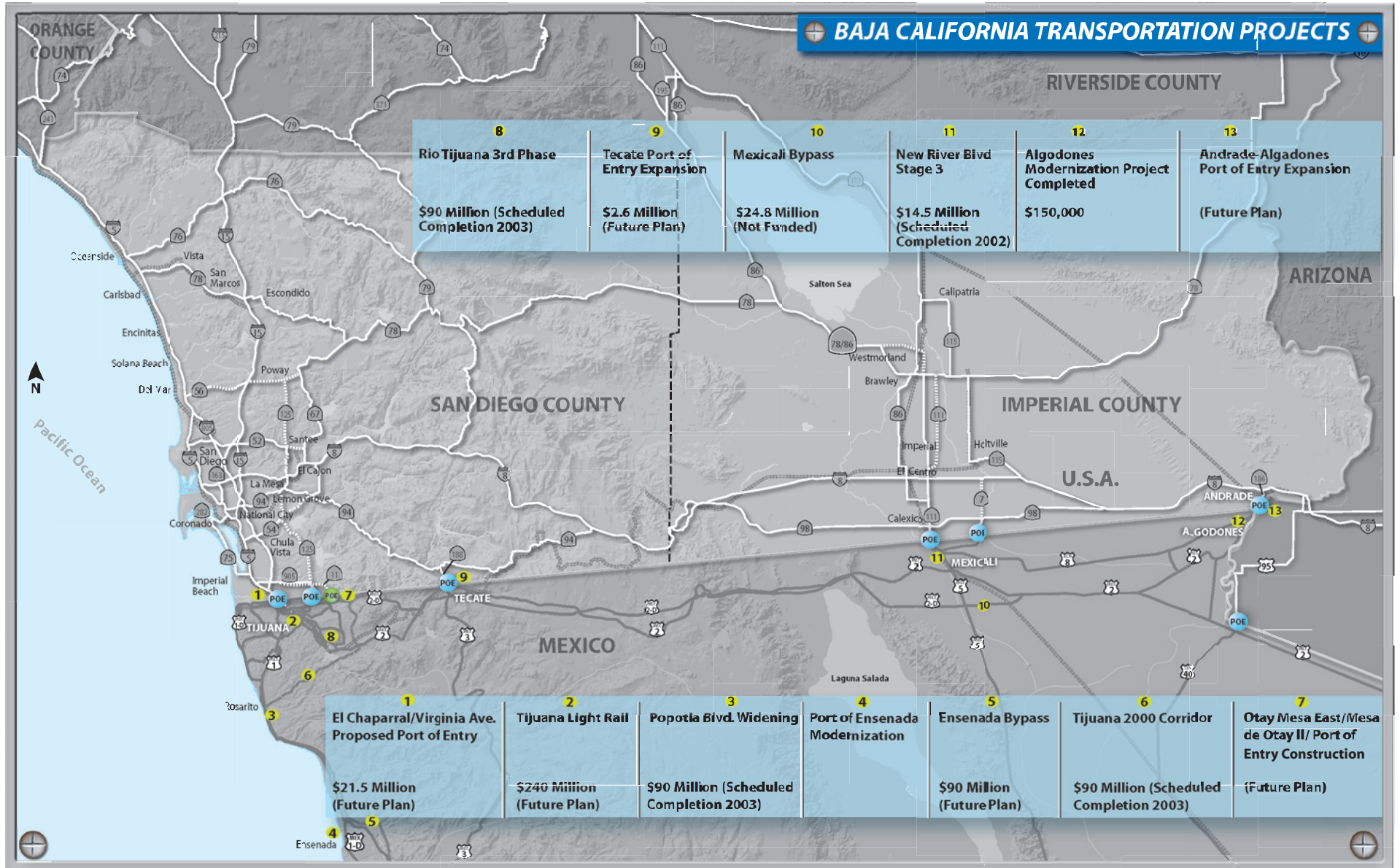


## BAJA CALIFORNIA PROJECTS

The following exhibit shows proposed transportation improvements undertaken by our Baja California partners that will substantially improve the region's border transportation network and facilities. These improvements totaling approximately \$937 million and consisting of 13 current and proposed projects, represent Mexico's commitment for improving transportation adjacent to the POE's that will help address current and future transportation needs for both passenger and commercial travel. The projects include:

- El Chaparral-Virginia Ave. Proposed POE
- Otay Mesa East-Mesa de Otay II POE Construction
- Tecate POE Expansion
- Andrade-Algodones POE Expansion
- Tijuana Light Rail
- Popotla Blvd. Widening
- Port of Ensenada Modernization
- Tijuana 2000 Corridor
- Ensenada Bypass
- Rio Tijuana – Phase 3
- Rio Nuevo-New River Blvd. – Phase 3
- Mexicali Bypass







# **ADDITIONAL BINATIONAL ACTIVITIES**



## ADDITIONAL BINATIONAL ACTIVITIES

Caltrans recognizes that there are additional challenges that lie ahead as the region continues to grow and cross-border travel is anticipated to increase. Subsequently, we strongly believe that every attempt be made to sustain the existing commitment and cooperation among local, regional, State, and Federal transportation agencies from both sides of the border for improving the transportation system along the California and Baja California border. Key challenges that lie ahead include:

- Need to identify and secure additional funding resources for current project shortfalls.
- Sustain binational cooperation and commitment between public agencies to work together to address mobility, access, and safety while considering security as a key concern.
- Develop innovative funding solutions to meet the mobility, access and safety needs of border transportation.

To date, efforts undertaken by Caltrans for addressing these challenges have taken the form of several proposals with the objectives of: 1) improving cross-border planning and coordination; 2) helping to build consensus on transportation improvement priorities among local, regional, State, and Federal agencies; and 3) gaining an understanding of institutional and technical issues and the processes involved in the development and implementation of transportation improvements along the border region. This section briefly provides an overview of these objectives, which mainly focus on binational planning efforts. The section also identifies a number of key issues currently affecting cross-border transportation, and other efforts undertaken by private industries associated with cross-border movement.

### ON-GOING BINATIONAL PLANNING ACTIVITIES

On-going binational planning efforts undertaken by Caltrans and Baja California transportation and planning agencies include:

#### **CALIFORNIA/ BAJA CALIFORNIA – TECHNOLOGY EXCHANGE PROGRAM**

Under this program, Caltrans offers hands-on training to Baja California engineers and planners for improving technical and institutional understanding involved in Caltrans' processes for planning, designing, and constructing transportation projects. Since the program's inception in 1997, over 28 engineers and planners have participated in the program. Each transportation professional is assigned to a different Caltrans' division for a period of six to 12 months. Additional activities include field visits, classroom and computer training, library sharing, conferences and symposia.



# ADDITIONAL BINATIONAL ACTIVITIES

## **CALTRANS-DISTRICT 11 BINATIONAL GROUPS**

Caltrans is an active participant in the following binational transportation and planning groups:

- The U.S.-Mexico Joint Working Committee for Binational Planning and Programming (JWC)
- Bi-State Transportation Technical Advisory Committee (BTTAC)
- Committee on Binational Regional Opportunities (COBRO)
- U.S.-Mexico Border Technology Exchange Program (BTEP)
- USGSA and CABIN Technical Committee
- U.S.-Mexico Binational Group on Bridges and Border Crossings
- Border Governors Conference (Port of Entry Work Table)

## **PLANNING STUDIES UNDERWAY**

### **OTAY MESA BORDER CROSSING INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMERCIAL VEHICLE PROCESSING TECHNOLOGY DEMONSTRATION PROJECT.**

Under TEA 21, Caltrans received approximately \$1 million to deploy and evaluate the systems application of proven ITS technologies (electronic data interchange, electronic credentials, electronic pre-processing, and electronic screening) for the efficient movement and processing of commercial vehicles, drivers, and trade transactions through the international border. The results of the demonstration will illustrate, evaluate, and quantify benefits associated with the application of ITS technologies to the international border processing function and the ability to ensure the clearance of safe and legal transactions across the border. The project is composed of two phases. Phase 1 is intended to determine the operational requirements, geographical and political constraints, and feasible functional enhancements that could be deployed and evaluated. Phase 2 will provide the detailed design and development of the proposed systems. Phase 1 is currently underway and expected to be completed by May 2002, and Phase 2 is planned to begin in June 2002.



## ADDITIONAL BINATIONAL ACTIVITIES

### **BINATIONAL INFRASTRUCTURE TRANSPORTATION NEEDS ASSESSMENT STUDY (BINS)**

This project will involve the implementation of a thorough data collection effort of transportation facilities, and identification and assessment of major trans-border corridors and projects. The findings resulting from this study will provide input to the reauthorization of TEA-21 in order to ensure future financing for international border transportation investment needs. Caltrans is the project manager for this binational effort and SANDAG will conduct this effort on behalf of and with the support of Caltrans. The U.S.–Mexico JWC will provide oversight. Members of the JWC include representatives of transportation officials of the four U.S. and six Mexican states as well as representatives from selected Federal agencies from both the U.S. and Mexican governments. The study will get underway in early 2002 and it is expected to be completed by mid 2003.

### **MAQUILADORA STUDY - SURVEY AND ANALYSIS OF TRADE AND GOODS MOVEMENT BETWEEN CALIFORNIA AND BAJA CALIFORNIA, MEXICO**

Under this study the intent is to perform a cross-border survey analysis of Maquiladora and other manufacturer and assembly plants, customs brokers and commercial vehicle operators transporting goods across the California/Mexico border. The study will identify opportunities to reduce congestion and delays; and, improve safety and commercial vehicle operations at the international border. Through this analysis, the intent is to gain a greater understanding of why shippers transport in the manner they do; including, transportation mode choice, commodity type, hours of the day, and, origin and destination. The information gathered would also supplement and update existing data directly related to cross-border trade and goods movement activity. The study consist of three objectives:

- Document the existing practices and processes of manufacturers and related companies involved in transporting goods across the international POEs at Otay Mesa-Mesa de Otay, Tecate-Tecate, and Calexico-Mexicali.
- Identify ways to reduce congestion and improve the efficiency of border infrastructure.
- Identify deficiencies that may lead to improvements at the POE inspection facilities and to the transportation infrastructure serving those facilities.

Funding for the project is provided by Caltrans from the State Planning and Research Program. Work on the study is expected to begin by March 2002 and be completed by December 2003, and will be carried out in partnership with SANDAG.



## ADDITIONAL BINATIONAL ACTIVITIES

### CURRENT CROSS-BORDER ISSUES

In addition to the many binational projects and planning activities currently underway or proposed, Caltrans is familiar with several issues and efforts that in the broad context of the region, are considered to have an impact on or be a significant component of cross-border movement of people and goods. Because of this, Caltrans will participate during the transportation planning process for developing solutions, and provide necessary feedback during the transportation planning decision-making process. The following is a list of major current cross-border issues:

#### INCREASED BORDER WAIT TIMES, PEDESTRIAN CROSSINGS AND BICYCLE ACTIVITY

Since the events of September 11, 2001, increased security at all POEs has been a top priority and has resulted in longer and unpredictable delays for both automobiles and pedestrians. Preliminary data indicate that vehicle wait times at the San Ysidro POE have increased dramatically, reaching two to four hours during peak times. These conditions have significantly influenced the mode of choice for crossing the border. Specifically, INS estimated that the number of pedestrians crossing the border has increased by 467%, and bicycles have become the preferred mode for providing the fastest means for crossing the border. It is estimated that the number of bicycle crossings have increased by as many as 2,000 to 3,000 per day.

The majority of bicyclists currently travel southbound into Mexico by accessing the southbound I-5 freeway lanes which are shared with vehicles. However, by early 2002, a new bicycle lane on southbound I-5 serving the San Ysidro POE will be constructed and open for use. Other issues such as bicycle parking and enforcement of safety laws remain. Therefore, Caltrans has met with City of San Diego engineering staff, and several law enforcement agencies to address these and other concerns resulting from the increase in bicycle activity. Furthermore, Caltrans is also working with SANDAG on a study proposal that will investigate and assess the transportation and economic impacts in the region as a result of increased vehicle crossing wait-times.



San Ysidro

## ADDITIONAL BINATIONAL ACTIVITIES

### LOCAL ROADWAY IMPROVEMENTS

Caltrans has also been involved with local jurisdictions in the development of several studies for improving local roadways that are directly affected by commercial travel, such as the Otay Mesa POE Southbound Cargo Facility Value Analysis Study. Under the study, 18 alternatives for improving southbound truck access via Otay Mesa Road, La Media, and Siempre Viva Roads to the U.S. Customs Service facility in the Otay Mesa POE were identified. The proposed project alternatives were evaluated using a series of criteria that focused on reducing travel delays. Criteria include, but are not limited to, safety of operations (minimizing passenger vehicle and truck conflict), and addressing local street congestion (reducing intersection blockages), and minimizing local business traffic impacts.

### INTERNATIONAL GATEWAY OF THE AMERICAS

Located on approximately 67 acres west of the San Ysidro POE, the project embodies a public-private commercial development partnership with a binational twist between the City of San Diego and a private developer. The project involves the development of a 625,000 square foot open-air retail mall, and the Phase III development of a landmark pedestrian suspension bridge that would connect the proposed commercial development with Tijuana's commercial center on Avenida Revolución. In addition to the pedestrian bridge, the project will include the development of transportation facilities that would serve buses, taxis, and private vehicles. This project is composed of three phases. Phase I is currently underway and includes the development of the open-air shopping mall. Work on Phase II is scheduled to commence by the fall of 2002, and Phase III will include the development of the binational pedestrian bridge and additional project components.

### SAN DIEGO CROSS-BORDER TERMINAL AT TIJUANA INTERNATIONAL AIRPORT

This concept, originally conceived by San Diego's South County Economic Development Corporation, envisions a passenger terminal being built along the U.S.-Mexico border across from the existing Abelardo L. Rodriguez airport located in Tijuana, Baja California. A Federal POE would be established in the U.S. and Mexico within the facility allowing passengers and cargo to connect directly to Tijuana's passenger terminal for outbound flights. The airport is operated by the Aeropuerto Mexicanos del Pacifico (AMP) made up of Tijuana's International Airport and 11 other Mexican airports privatized in 1995. The Cross-Border Terminal proposal is in the conceptual phase. In November 1999, AMP initiated formal contacts with the City of San Diego to introduce the concept. A presentation was made to the California Transportation Commission in December 2000. At the time of this publication no formal presentation has been made to the U.S. Federal government for a POE application.

CONCEPTUAL DESIGN





## ADDITIONAL BINATIONAL ACTIVITIES

### **CALIFORNIA AND BAJA CALIFORNIA BORDER SAND AND AGGREGATE CONVEYOR BELTS**

The U.S. Department of State is processing two distinct Presidential Permit applications that will allow the use of conveyor belts to transport sand and aggregate across the California and Baja California Border. If the applications are approved, anticipated system benefits would include reduced air emissions produced by trucks that cross the border, reduction of truck activity on commercial vehicle enforcement facilities, and increased sand and aggregate transport capacity and efficiency. It is estimated that approximately 40 truck loads, or about one truck every thirty minutes over a 24 hours period, are required to transport the same volume of sand and aggregate across the border. Caltrans is concerned that the location of this facility may upset the proposed Otay Mesa East POE project. In San Diego County, the Otay Mesa – Mesa de Otay proposed conveyor belt facility would be located approximately one-half mile east of the Otay Mesa POE. In Imperial County, the Calexico-Mexicali conveyor belt facility would be located approximately one-half mile east of the Calexico East POE. Presidential Permit applications were submitted separately last year for each facility by different industry sponsors and are still under review by the U.S. Department of State.

### **DEVELOPMENT OF SOUTHBOUND VEHICLE “SENTRI” PROGRAM**

Due to Congressional mandates (Section 110 of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 and Section 116 of the Omnibus Budget Bill of October 1998) to develop an entry-exit control system that encompasses all U.S. POEs, inspection of southbound vehicles will become necessary. Southbound traffic will be subject to inspections similar to those currently in use for northbound vehicles. The process is crucial to deterring illegal immigration, protecting against terrorists, drug traffickers, and other criminals, and facilitating legal travel to promote commerce and tourism. To help alleviate southbound delay associated with this new level of inspection for commuters travelling into Mexico, one proposal would be to implement southbound pre-clearance lanes similar to the Secure Electronic Network for Travelers Rapid Inspection (SENTRI).

The SENTRI program was first implemented for northbound passenger vehicles in November 1995 at the Otay Mesa POE. This system relies upon Automatic Vehicle Identification (AVI) technology which has been improved to meet the additional security needs at the border. The system identifies travelers who pose little risk to border security, verifies their low-risk status through extensive record checks, and screens approved participants and their vehicles each and every time they enter the U.S. Participant wait times do not exceed three minutes, even at the busiest time of the day.

## ADDITIONAL BINATIONAL ACTIVITIES

### COORDINATE TRAFFIC SIGNAGE TO AND FROM INTERNATIONAL POES

Within California and Baja California traffic sign standards vary. In the busy and congested border region, this can often lead to confusion for the motoring public in accessing roads that serve the POEs. Interest has been expressed from Baja California Municipalities in working with Caltrans to develop appropriate binational signage using Caltrans expertise and State highway standards.

By making a minimal investment of time and funds, the potential for providing travelers with easy to understand, coordinated signage serving the main routes leading to the POEs can be realized in both the U.S. and Mexico.





# SUMMARY



## SUMMARY

**T**he 150-mile California-Baja California border area can be characterized as a vibrant and rich mix of urban, suburban, and rural communities. Despite the many similarities with other California regions, this binational area holds a unique position throughout California and the U.S.

Having boundaries with both the U.S. and the Republic of Mexico, the region is a major gateway to points within and beyond the State of California. This unique characteristic emphasizes the value of the transportation system along the California-Baja California border.

The transportation system is a critical economic pipeline that links the movement of goods and services with the border region, California, other States in the U.S., and international markets. Key highlights related to trade activity within the California-Baja California region include:

- In 1999, Mexico surpassed Japan to become California's top export trade market.
- Exports to Mexico have grown from \$6.5 billion to \$19 billion, an increase of 192% since 1993.
- The value of goods carried through California POEs has grown from \$12.5 billion to \$29 billion, an increase of 174% since 1996.
- Trucks transport approximately 98% of this trade.
- In 2000, approximately two million trucks crossed the California/Mexico border, and this number is expected to increase to approximately 4.3 million trucks by 2020.
- The busiest POE for commercial traffic is Otay Mesa with approximately 1.3 million truck crossings annually. This is followed by the Calexico East POE with approximately 700,000 annual truck crossings.
- At least 21% of the truck trips using California POEs have origins or destinations outside California.
- The majority of trade is associated with the maquiladora industry and located within the municipalities of Tijuana, Tecate, Mexicali, as well as other locations in Baja California.
- The number of maquiladora plants has grown from 178 to approximately 1,200, representing a 570% increase since 1978.

Despite the many contributions and economic success the movement of goods and services has brought to the California-Baja California region, it has also resulted in several challenges to the transportation system and the six POEs. Traffic congestion on the regions' key corridors, and increased border wait times for both passenger and commercial vehicles are the primarily by-products of the cross-border activity.

## SUMMARY

As the region continues to grow, and trade activity is expected to increase, Caltrans and its partners have recognized that maintaining and improving the operations, efficiency, and safety of the transportation system along the California-Baja California border will be a challenge. To date, the State of California has committed approximately \$1.5 billion for ten projects in the San Diego and Imperial County regions. Despite these investments, there remain several issues that need to be addressed in future actions. One of these will be to identify potential funding resources to complete the short-term projects and long-term proposals (see on page 4–3 map).

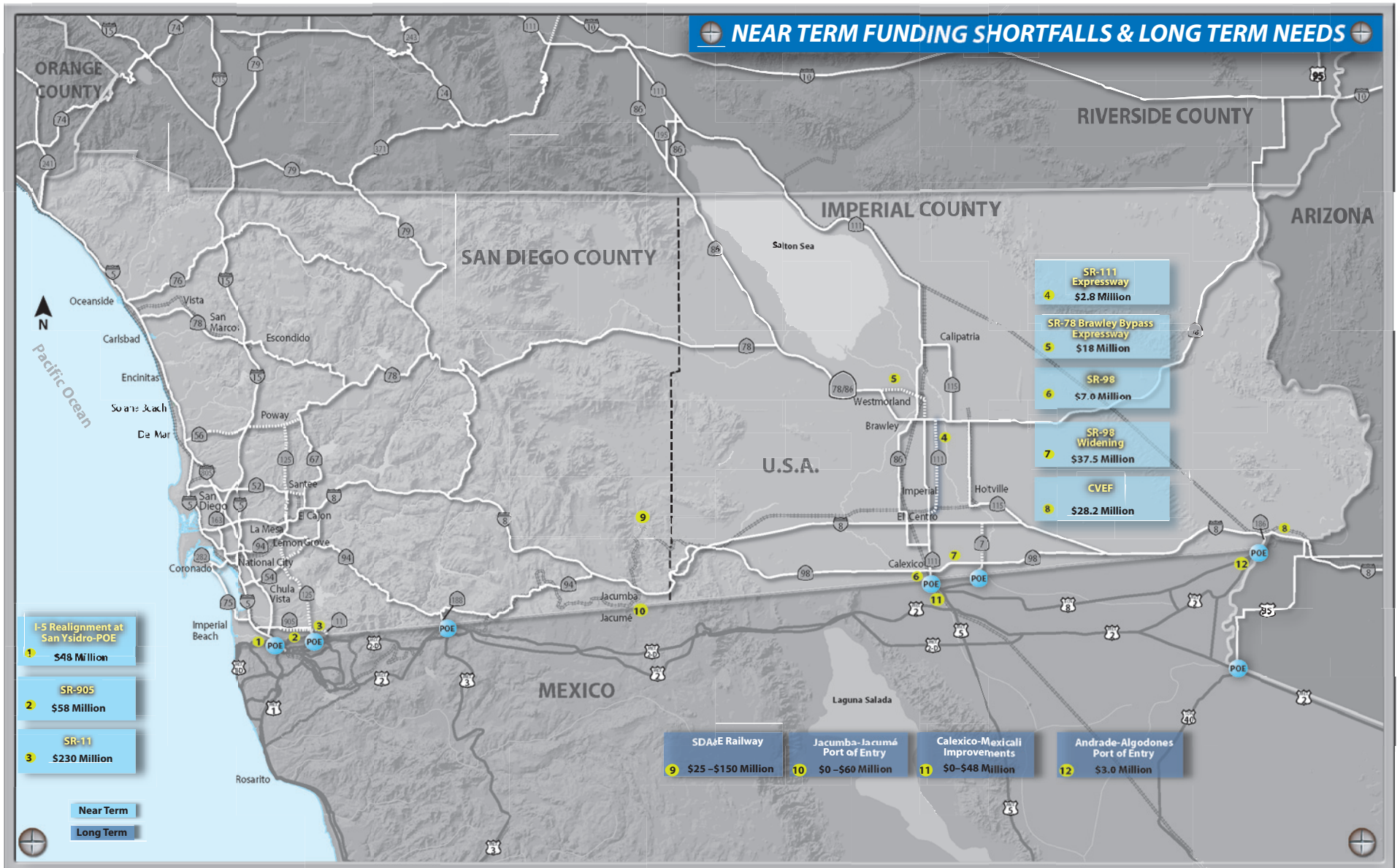
- Current funding shortfalls for Short-Term Improvement Projects – total approximately \$429 million.
- Identify new and/or innovative funding resources for Long-Term Proposals – totaling approximately \$35 to \$236 million.

The State of California strongly believes that every attempt be made to sustain the existing commitment and cooperation among local, regional, State, and Federal transportation agencies in the U.S. and Mexico for improving the transportation system along the California and Baja California border. Consequently, Caltrans will continue to work with its partners (U.S. and Mexico) to identify and prioritize transportation improvements to serve the International Border Trade Corridors.

With Federal and State assistance, Caltrans' priorities will be to assure that current border transportation commitments are met, and that on-going efforts for documenting transportation deficiencies, identifying funding resources and implementing transportation improvements along the California and Baja California border are continued.

This document was intended to provide the reader with a comprehensive overview of current and future projects in the California Baja California border region. As circumstances change, this report will be updated in an effort to keep interested parties apprised of the most current information related to project programming, funding, and delivery.

For additional copies, or to inquire as to forthcoming updates, please contact the Public Information Office at (619) 688-6670.





# ACRONYMS

## ACRONYMS

<b>ADT</b>	Average Daily Traffic
<b>ASA</b>	Aeropuertos y Servicios Auxiliares (Federal Agency responsible for the operations and maintenance of Mexican public airports)
<b>AVI</b>	Automatic Vehicle Identification
<b>CALTRANS</b>	California Department of Transportation
<b>CABIN</b>	Commission de Avaluos de Bienes Nacionales (Mexican Counterpart of GSA)
<b>CTV</b>	California Transportation Ventures (Private company responsible for the construction of SR-125 toll road)
<b>DOT</b>	Department of Transportation
<b>EA</b>	Environmental Assessment
<b>EIR</b>	Environmental Impact Report
<b>EIS</b>	Environmental Impact Statement
<b>EPA</b>	U.S. Environmental Protection Agency
<b>FAA</b>	Federal Aviation Administration
<b>FHWA</b>	Federal Highway Administration
<b>FNM</b>	Ferrocarriles Nacionales de Mexico (Federal Agency responsible for all railroad facilities and services in Mexico)
<b>GATT</b>	General Agreement of Tariffs and Trade
<b>GSA</b>	General Services Administration
<b>HOV</b>	High Occupancy Vehicles
<b>IBTC</b>	International Border Trade Corridor
<b>IID</b>	Imperial Irrigation District
<b>ICTP</b>	Imperial County Transportation Plan
<b>INEGI</b>	Instituto Nacional De Estadistica Geografia E Informatica (Mexican Agency responsible for integrating Mexico's system of statistical and geographic information)
<b>INS</b>	Immigration and Naturalization Service
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act
<b>IVAG</b>	Imperial County Association of Governments
<b>JWC</b>	Joint Working Committee
<b>LOS</b>	Level of Service
<b>MPO</b>	Metropolitan Planning Organization

## ACRONYMS

<b>MTDB</b>	Metropolitan Transit Development Board
<b>NAFTA</b>	North American Free Trade Agreement
<b>NHS</b>	National Highway Systems
<b>POE</b>	Port of Entry
<b>PS&amp;E</b>	Plans Specifications and Estimates
<b>PSR</b>	Project Study Report
<b>RTIP</b>	Regional Transportation Improvement Program
<b>RTP</b>	Regional Transportation Plan
<b>R / W</b>	Right of Way
<b>SAHOPE</b>	Secretaria de Asentamientos Humanos y Obras Publicas del Estado de Baja California (Agency responsible for regional land use and transportation planning in the state of Baja California, Mexico)
<b>SANDAG</b>	San Diego Association of Governments
<b>SAT</b>	Servicio de Administracion Tributaria (Mexican Agency equivalent to Customs Inspection Agency)
<b>SCAG</b>	Southern California Association of Governments
<b>SCT</b>	Secretaria de Comunicaciones y Transportes (Mexican Counterpart of FHWA)
<b>SD&amp;AE</b>	San Diego and Arizona Eastern Railway
<b>SD&amp;IV</b>	San Diego and Imperial Valley Railroad
<b>SDUPD</b>	San Diego Unified Port District
<b>SENTRI</b>	Secure Electronic Network For Travelers Rapid Inspection
<b>SP</b>	Southern Pacific Railroad (merged with Union Pacific)
<b>SR</b>	State Route
<b>STIP</b>	State Transportation Improvement Program
<b>TCRP</b>	Transportation Congestion Relieve Program
<b>TEA 21</b>	Transportation Equity Act for the 21st Century
<b>TransNet</b>	San Diego County's voter approved sales tax program for transportation projects
<b>USGAO</b>	United States General Accounting Office